

The Hongkong Telegraph.

(ESTABLISHED 1881.)

NEW SERIES No 4785

號六十月正年一十三緒光

WEDNESDAY, MARCH 1, 1905

三年禮

號一月三英港香

330 PER ANNUM.
SINGLE COPY, 10 CENTS.

Banks.

THE YOKOHAMA SPECIE BANK, LIMITED.

ESTABLISHED 1880.
CAPITAL SUBSCRIBED Yen 24,000,000
CAPITAL PAID-UP " 18,000,000
CAPITAL UNCALLED " 6,000,000
RESERVE FUND " 9,510,000

Head Office: YOKOHAMA.

Branches and Agencies.

TOKIO. LONDON.
NAGASAKI. NEW YORK.
LYONS. HONOLULU.
SAN FRANCISCO. SHANGHAI.
BOMBAY. NEWCHANG.
TIENSIN. LIAOYANG.
PEKING. DALNY.
KOBE.

LONDON BANKERS:
THE LONDON JOINT STOCK BANK, LD.
PARKS' BANK, LD.
THE UNION OF LONDON AND
SMITHS BANK, LD.

HONGKONG BRANCH—INTEREST ALLOWED.
On Current Account at the rate of 2 per cent
per Annum on the Daily Balance.
On fixed deposits for 12 months at 5 per cent

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INTERNATIONAL BANKING CORPORATION.

FISCAL AGENTS OF THE UNITED STATES
IN CHINA, THE PHILIPPINE ISLANDS AND
THE REPUBLIC OF PANAMA.

CAPITAL AND SURPLUS
AUTHORIZED GOLD \$10,000,000
CAPITAL PAID UP GOLD \$ 3,947,200
RESERVE FUND GOLD \$ 3,947,200

HEAD OFFICE:

NEW YORK.

LONDON OFFICE:
THREADNEEDLE HOUSE, E.C.

LONDON BANKERS:
NATIONAL PROVINCIAL BANK OF
ENGLAND, LIMITED,
UNION OF LONDON AND SMITHS BANK, LTD.
BRITISH LINEN COMPANY BANK.

BRANCHES AND AGENTS ALL OVER THE
WORLD.

THE Corporation transacts every Descrip-
tion of Banking and Exchange Business,
receives Money in Current Account and ac-
cepts Fixed Deposits at Rates which may be
ascertained on application.

CHARLES R. SCOTT,

Manager.

20, Des Voeux Road,

Hongkong, 18th February, 1905. [21]

IMPERIAL BANK OF CHINA.

ESTABLISHED BY IMPERIAL DECREE
OF THE 12TH NOVEMBER, 1895

Shanghai Taels.

SUBSCRIBED CAPITAL 5,000,000

PAID-UP CAPITAL 2,500,000

Head Office:—SHANGHAI.

Branches and Agencies.

CANTON. PENANG.
CHEFOO. SINGAPORE.
HANKOW. TIENSIN.
PEKING.

THE Bank purchases and receives for collec-
tion Bills of Exchange drawn on the above
places, and Sells Drafts and Telegraphic Trans-
fers Payable at its Branches and Agencies.

HONGKONG BRANCH.

Advances made on approved securities.
Bills discounted.

INTEREST ALLOWED ON DEPOSITS:
per Annum Fixed Deposits for 3 months.

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Mails.

PENINSULAR AND ORIENTAL

STEAM NAVIGATION COMPANY.

FOR STEAMERS TO SAIL ON REMARKS.

YOKOHAMA VIA SHANGHAI, MANILA March 6th; Freight and
MOJI and KOBE H. G. H. Lowell, M.N. Noon; Passage.
(Passing through the Inland Sea).

SHANGHAI NUBIA About 11th; Freight and
F. N. Tildard, March; Passage.

LONDON, &c. BENGAL March 11th; See Special
G. Phillips Noon; Advertisement.

For Further Particulars, apply to

Hongkong, 1st March, 1905

E. A. HEWETT, Superintendent.

IMPERIAL GERMAN MAIL LINE.

NORDDEUTSCHER LLOYD, BREMEN.

STEAM FOR
SINGAPORE, PENANG, COLOMBO, ADEN, SUZ, PORT SAID, NAPLES, GENOA,
ANTWERP, BREMEN/HAMBURG.
PORTS IN THE LEVANT, BLACK SEA AND BALTIC PORTS;
ALSO
LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON,
AND SOUTH AMERICAN PORTS.

Steamers will call at GIBRALTAR and SOUTHAMPTON to land Passengers
and Luggage.

N.B.—Cargo can be taken on through Bills of Lading for the Principal Places in Russia.

PROPOSED SAILINGS FROM HONGKONG

(SUBJECT TO ALTERATION.)

STEAMERS. SAILING DATES.
PRINCESS ALICE WEDNESDAY, 15th March.
PRINZ REGENT LUITPOLD WEDNESDAY, 29th March.
PRINZ HEINRICH WEDNESDAY, 12th April.
PRINZ BITEL FRIEDRICH WEDNESDAY, 26th April.
PREUSSIN WEDNESDAY, 10th May.
RODEN WEDNESDAY,

Shipping—Steamers.

HONGKONG, CANTON, MACAO AND WEST RIVER STEAMERS.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD., AND THE CHINA NAVIGATION COMPANY, LTD.

HONGKONG-CANTON LINE.

S.S. "HONAM," 2,361 tons, Captain H. D. Jones.
 "POWAN," 2,338 " " R. D. Thomas.
 "FATSHAN," 2,200 " " W. A. Valentine.
 "HANKOW," 3,073 " " C. V. Lloyd.
 "KINSHAN," 1,995 " " J. J. Lossius.

Departures from HONGKONG to CANTON daily at 8.30 A.M. (Sunday excepted), 9 P.M. and 10.30 P.M. (Saturday excepted).
 Departures from CANTON to HONGKONG daily at 8.30 A.M., 3 P.M. and 6 P.M. (Sunday excepted).

These Steamers, carrying His Majesty's Mails, are the largest and fastest on the River. Special attention is drawn to their Superior Saloons and Cabin accommodation.

SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD. HONGKONG-MACAO LINE.

S.S. "HEUNGSHAN," 1,998 tons, Captain W. E. Clarke.
 Departures from Hongkong to Macao on week days at 2.00 P.M.
 Departures on Sundays at 12.30 P.M.
 Departures from Macao to Hongkong daily at 8.30 A.M.

CANTON-MACAO LINE.

S.S. "LUNGSHAN," 219 tons, Captain T. Hamlin.
 This steamer leaves Canton for Macao every Tuesday, Thursday and Saturday at about 8.30 A.M., and leaves Macao for Canton every Monday, Wednesday and Friday at about 8 A.M.

JOINT SERVICE OF THE H.K., C. AND MACAO STEAMBOAT CO., LTD. THE CHINA NAVIGATION COMPANY, LTD., AND THE INDO-CHINA STEAM NAVIGATION COMPANY, LTD.

CANTON-WUCHOW LINE.

S.S. "SAINAM," 588 tons, Captain J. Wilcox.
 "NANNING," 569 " " C. Butchart.

One of the above steamers leaves Canton for Wuchow every Monday, Wednesday and Friday at about 8.30 A.M., calling at Yanki, Mahning, Kumchuk, Kau-Kong, Samshui, Howlik, Shui-Hing, Luk-Po, Luk-To, Lo-Ting-Hau, Tak-Hing, Doshing and Fong-Chuen. Departures from Wuchow for Canton calling at the above ports every Monday, Wednesday and Friday at about 8.30 A.M.

FARES:—Canton to Wuchow.....Single \$15.00. Return \$25.00.
 Canton to Tak HingSingle \$12.50. Return \$21.00.
 Canton to Samshui.....Single \$7.50.

HONGKONG-WUCHOW LINE.

S.S. "LINTAN," Capt. B. Branch. S.S. "SANUI," Capt. H. Black.
 Departures from Hongkong to Wuchow about three times every week, calling at Kumchuk, Samshui, Shuihing and Tak-Hing. Departures from Wuchow about three times every week calling at the same ports.

FARES:—Hongkong to Wuchow Single \$17.50. Return \$30.00. Round trip tickets to Wuchow returning via Canton or vice versa \$36.00, available for one month. Round trips to and from Wuchow take from 5 to 7 days.

HONGKONG-KONGMOON LINE.

S.S. "TAK HING," Capt. R. Birss. S.S. "HONGKONG," Capt. Maxfield.
 Departures from Hongkong daily (Saturday excepted) at 7 P.M., calling at Kumchuk and Kongmoon. Returning daily (Monday excepted).

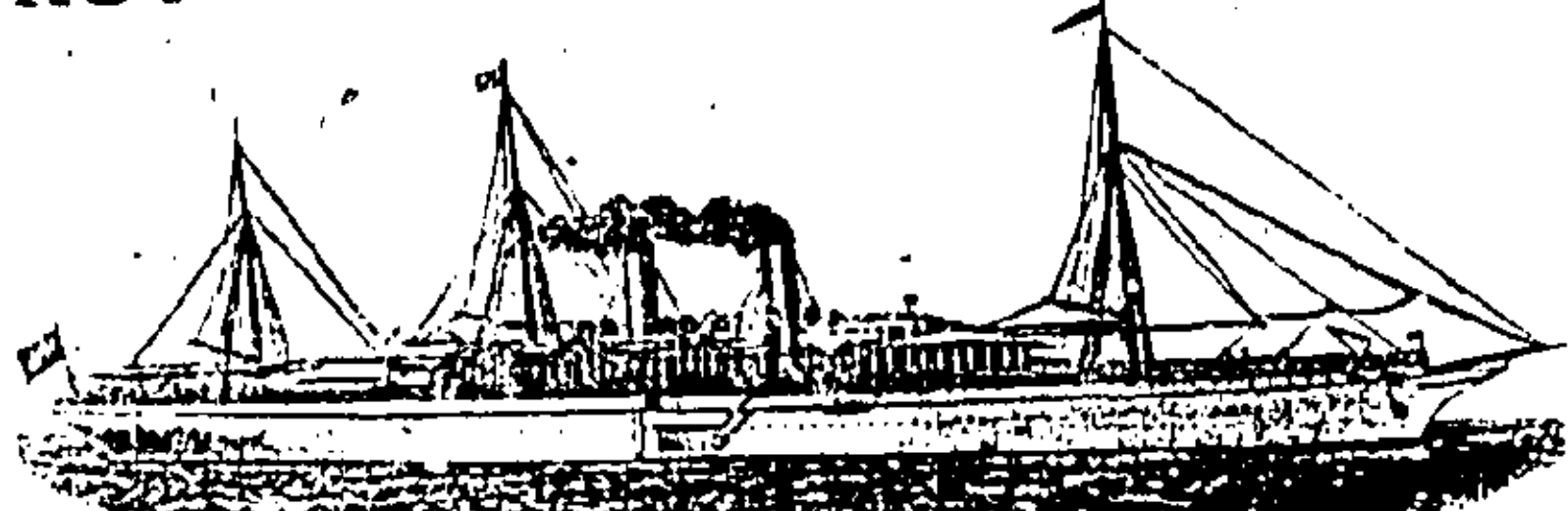
FARES:—Hongkong to Kong Moon.....Single \$6.00
 Hongkong to KumchukSingle \$7.00

The above vessels have superior Saloons and Cabin accommodation and are lighted throughout by electricity. Meals charged extra.

Further particulars may be obtained at the Office of the—
 HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD.,
 18, Bank Buildings, Queen's Road Central, opposite the Hongkong Hotel
 Or of BUTTERFIELD & SWIRE,
 Agents, CHINA NAVIGATION CO., LTD.

Hongkong, 5th January, 1905.

CANADIAN PACIFIC RAILWAY COY'S ROYAL MAIL STEAMSHIP LINE.



THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA AND THE UNITED STATES.
 (CALLING AT SHANGHAI, YOKOHAMA, KOBÉ, YOKOHAMA & VICTORIA, B.C.)
 SAVING 5 TO 7 DAYS ACROSS THE PACIFIC.

PROPOSED SAILINGS FROM HONGKONG.—(SUBJECT TO ALTERATION).
 R.M.S. "EMPERESS OF JAPAN"..... 6,000 Tons..... WEDNESDAY, 8th March.
 "ATHENIAN"..... 4,440 " WEDNESDAY, 15th March.
 "EMPERESS OF CHINA"..... 6,000 " WEDNESDAY, 22nd March.
 "EMPERESS OF INDIA"..... 6,000 " WEDNESDAY, 29th March.
 "TARTAR"..... 4,445 " WEDNESDAY, 5th April.
 "EMPERESS OF JAPAN"..... 6,000 " WEDNESDAY, 12th May.

Hongkong to London, 1st Class..... via St. Lawrence £60. via New York £62.
 Hongkong to London, Intermediate on Steamers, and 1st Class Rail £40. £42.

THE magnificent Twin-screw "EMPERESS" Steamships pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VAN COUVER (B.O.) in 12 DAYS, and make connection with the P.A.I. TIAL OVERLAND TRAINS FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE.

R.M.S. "TARTAR" and "ATHENIAN" carry "Intermediate" Passengers only at Intermediate rates, affording superior accommodation for that class.

Passengers Booked through to all principal points and AROUND THE WORLD.

SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of Chinese and Japanese Governments.

For further information, Maps, Guides, Hand Books, Rates of Freight and Passage, apply to

D. W. CRADDOCK, Acting General Agent, 9, Pedder's Street.

Hongkong, 8th February, 1905.

HAMBURG-AMERIKA LINIE. OSTASIATISCHER DIENST.

(Taking Cargo at through Rates to ANTWERP, AMSTERDAM, ROTTERDAM, COPENHAGEN, LISBON, Oporto, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS IN THE LEVANT; BLACK SEA and BALTIC PORTS; NORTH and SOUTH AMERICAN PORTS).

PROPOSED SAILINGS FROM HONGKONG. SUBJECT TO ALTERATION.

| STEAMERS. | DESTINATIONS. | SAILING DATES. | Freight. |
|------------------|---|----------------|-------------------------|
| ALESIA..... | HAVRE, ANTWERP and HAMBURG. (Calling at S'PORE, PENANG & COLOMBO). | 2nd March. | Freight. |
| SAMBIA..... | HAVRE, BREMEN and HAMBURG. (Calling at S'PORE, PENANG & COLOMBO). | 9th March. | Freight. |
| RHENANIA..... | MARSEILLES, HAVRE & HAMBURG. (Calling at S'PORE, PENANG & COLOMBO). | 18th March. | Freight and Passengers. |
| Behrens..... | HAVRE and HAMBURG. | 4th April. | Freight. |
| SUEVIA..... | HAVRE and HAMBURG. (Calling at S'PORE, PENANG & COLOMBO). | 18th April. | Freight and Passengers. |
| SILESIA..... | HAVRE and HAMBURG. (Calling at S'PORE, PENANG & COLOMBO). | 2nd May. | Freight and Passengers. |
| SLAVONIA..... | HAVRE and HAMBURG. (Calling at S'PORE, PENANG & COLOMBO). | | |
| Schoenfeldt..... | FOR ODESSA. | | |

With Transshipment at Singapore, ANDALUSIA, Captain Filler, to sail from Singapore about 10th March, Freight.

* Special attention of intending Passengers is drawn to the splendid accommodation of these steamers. Saloons and cabins amply lighted throughout by Electricity.

For further Particulars, apply to

HAMBURG-AMERIKA LINIE, HONGKONG OFFICE, No. 1, One's Buildings.

Hongkong, 28th February, 1905.

D. NOMA, TATTOOER.

60, QUEEN'S ROAD CENTRAL.

THE Public are informed that my Parlours are open from 9 A.M. all day. My 33 years' experience in TATTOOING is a guarantee of good work and prompt execution. My Colours are absolutely fast and perfectly harmless, and produce a charming effect not attained by any other, as their composition is only known to me. H. R. H. The Duke of York, and H. I. H. The Emperor of Russia, both honoured me with their patronage; besides many others of High Rank. Prices Moderate and satisfaction guaranteed as attested by 3,700 Recommendations which I have received from all sources.

Hongkong, 16th November, 1904.

Intimations.

HONGKONG HIGH-LEVEL TRAMWAYS COMPANY, LIMITED.

TIME TABLE.

WEEK DAYS.

7.00 a.m. to 7.30 a.m. Every 30 minutes.
 7.30 a.m. to 8.00 a.m. Every 15 minutes.
 8.00 a.m. to 8.30 a.m. Every 15 minutes.
 8.30 a.m. to 9.00 a.m. Every 15 minutes.
 9.00 a.m. to 9.30 a.m. Every 15 minutes.
 9.30 a.m. to 10.00 a.m. Every 15 minutes.
 10.00 a.m. to 10.30 a.m. Every 15 minutes.
 10.30 a.m. to 11.00 a.m. Every 15 minutes.
 11.00 a.m. to 11.30 a.m. Every 15 minutes.
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 12.00 p.m. to 12.30 p.m. Every 15 minutes.
 12.30 p.m. to 1.00 p.m. Every 15 minutes.
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 1.30 p.m. to 2.00 p.m. Every 15 minutes.
 2.00 p.m. to 2.30 p.m. Every 15 minutes.
 2.30 p.m. to 3.00 p.m. Every 15 minutes.
 3.00 p.m. to 3.30 p.m. Every 15 minutes.
 3.30 p.m. to 4.00 p.m. Every 15 minutes.

NIGHT CARS.

8.45 p.m. and 9 p.m., 9.45 p.m. to 11.15 p.m. every half hour.

SUNDAYS.

8.00 a.m. to 9.00 a.m. Every 15 minutes.
 9.00 a.m. to 9.30 a.m. Every 30 minutes.
 9.30 a.m. to 10.30 a.m. Every 15 minutes.
 10.30 a.m. to 11.00 a.m. Every 15 minutes.
 11.00 a.m. to 11.30 a.m. Every 15 minutes.
 11.30 a.m. to 12.00 p.m. Every 15 minutes.
 12.00 p.m. to 1.00 p.m. Every 15 minutes.
 1.00 p.m. to 1.30 p.m. Every 15 minutes.
 1.30 p.m. to 2.00 p.m. Every 15 minutes.
 2.00 p.m. to 2.30 p.m. Every 15 minutes.
 2.30 p.m. to 3.00 p.m. Every 15 minutes.
 3.00 p.m. to 3.30 p.m. Every 15 minutes.
 3.30 p.m. to 4.00 p.m. Every 15 minutes.

NIGHT CARS as on Week Days.

SATURDAYS.

Extra cars at 11.30 and 11.45 p.m.
 SPECIAL CARS by Arrangement at the Company's Office, ALEXANDRA BUILDING, Des Vœux Road Central.

JOHN D. HUMPHREYS & SON,
 General Managers.
 Hongkong, 29th December, 1904.

F. BLACKHEAD & CO., SHIP-CHANDLERS, SAILMAKERS, COAL AND PROVISION MERCHANTS, NAVAL CONTRACTOR AND GENERAL COMMISSION AGENTS.

16, DES VŒUX ROAD CENTRAL, HONGKONG, SOAP AND SODA MANUFACTURERS.

SOLE AGENTS FOR

HARTMANN'S RAHTIENS GENUINE COMPOSITION RED HAND BRAND, HARTMANN'S GREY PAINT, DAIMLER'S PATENT MOTOR LAUNCHES, &c. &c. &c.

Sole Agents for

FERGUSON'S SPECIAL CREAM, and J. & O. SPECIAL LIQUOR SCOTCH WHISKY, &c.

EVERY KIND OF SHIP'S STORES AND REQUISITES ALWAYS IN STOCK AT

REASONABLE PRICES.
 Hongkong, 15th December, 1903.

Intimations.

HONGKONG ELECTRIC TRAMWAYS.

ALTERATIONS IN FARES.

From 4th February, 1905, until further notice, the Fares will be as follows:—
 Kennedy Town to Post Office 4 " Third Class.
 Post Office to Causeway Bay or Race Course 4 " Third Class.
 Causeway Bay to Shau-ki-wan 5 " Third Class.

The previous Table of Fares is hereby cancelled.
 Pending the arrival of New Tickets the existing stock will be used. The value of the ticket issued will be stamped thereon and the Section punched will indicate the limit of destination of the passenger.

J. GRAY SCOTT,
 General Manager.

SHEWAN, TOMES & Co.,
 Agents,
 Hongkong, 8th February, 1905.

WEISMANN, LTD. (CAFE WEISMANN.)

THE place par excellence in Hongkong for Refreshments of all descriptions.

Facing the Post Office, Queen's Road, Central.

Everything of the best, prepared and served under entirely European Management.

See our Grand Christmas Display.

Cakes, Bonbons and Confectionery of all kinds made to customers' own order and design.

Send or Bring Your orders.

We guarantee satisfaction.

The Weissmann Most Up-to-date Cafe in the Orient.

Hongkong, 17th December, 1904.

HONGKONG YOUNG MEN'S CHRISTIAN ASSOCIATION.

A NEW DAY SCHOOL

FOR CHINESE PUPILS will be opened on MONDAY, March 6th, in connection with the Young Men's Christian Association (Chinese Department) at 26, Des Vœux Road Central, top floor. Thorough instruction in ALL THE ENGLISH BRANCHES will be given by FIRST CLASS TEACHERS UNDER FOREIGN SUPERVISION. Central location. Rooms large and well ventilated. Rates very reasonable. Call or send for our catalogue giving full particulars. Address the SECRETARY as above.

Hongkong, 24th February, 1905.

Hotels.

FOR HOTEL COMFORT AND THE BEST BILLIARDS

GO TO THE KOWLOON HOTEL. J. W. OSBORNE, Proprietor and Manager.

HOTEL DES INDES.
 NOS. 2 & 3, STAMFORD ROAD, SINGAPORE.

THIS First Class newly opened Hotel has excellent accommodation for FAMILIES, TRAVELLERS and permanent BOARDERS.

CHARGES FROM 4-6 DOLLARS PER DAY.

It is situated in the immediate vicinity of the commercial houses and Esplanade. Spacious Refreshment, Dinner and Billiard Saloons.

E. C. VAN MARLE,
 Proprietor.
 H. T. SARRE,
 Manager.

Singapore, 4th October, 1904.

HOTEL CRAIGIEBURN.

PLUNKET'S GAP, the PEAK, near the TRAM TERMINUS, Tel. 56.

For Terms, &c., apply to the

Hongkong, 2nd July, 1900.

MANAGER.

Hongkong, 2nd July, 1900.

Hongkong, 2nd July, 1900.

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Hongkong, 2nd July, 1900.

Intimations.

THE YOKOHAMA DOCK CO., LTD.

No. 1 DOCK.

Length inside, 514 ft. Width of entrance, top 85 ft.; bottom 75 ft. Water on blocks, 27.5 ft. Time to pump out, 4 hours.

No. 2 DOCK.

Length inside, 375 ft. Width of entrance, top 60.5 ft.; bottom 45.8 ft. Water on blocks, 26.5 ft. Time to pump out, 2 hours.

THESE DOCKS are conveniently situated in Yokohama harbour and the attention of Captains and Engineers is respectfully called to the advantages offered for Docking and repairing Vessels and Machinery of every description.

The plant and tools are of recent patterns for dealing quickly and cheaply with work, and a large stock of material is always at hand, (plates and angles all being tested by Lloyd's surveyors).

Two powerful Twin Screw Towboats are available for taking Vessels in or out of Dock, and for taking Sailing Vessels in or out of the bay. The floating derrick is capable of lifting 35 tons.

Steam Launches of Steel or Wood, Lighters, Steel Buildings and Roofs, Bridge Work, and all kinds of Machinery are made on the premises.

Tenders will be made up when required and the workmanship and material will be guaranteed.

The cost of Docking, and repair work, will be found to compare favourably with that of any port in the world.

Telephone: Works, No. 508; General, No. 378

Telegrams, "Dock, Yokohama," Codes A. I. and A. B. C. (4th).

Yokohama, May 11th, 1903.

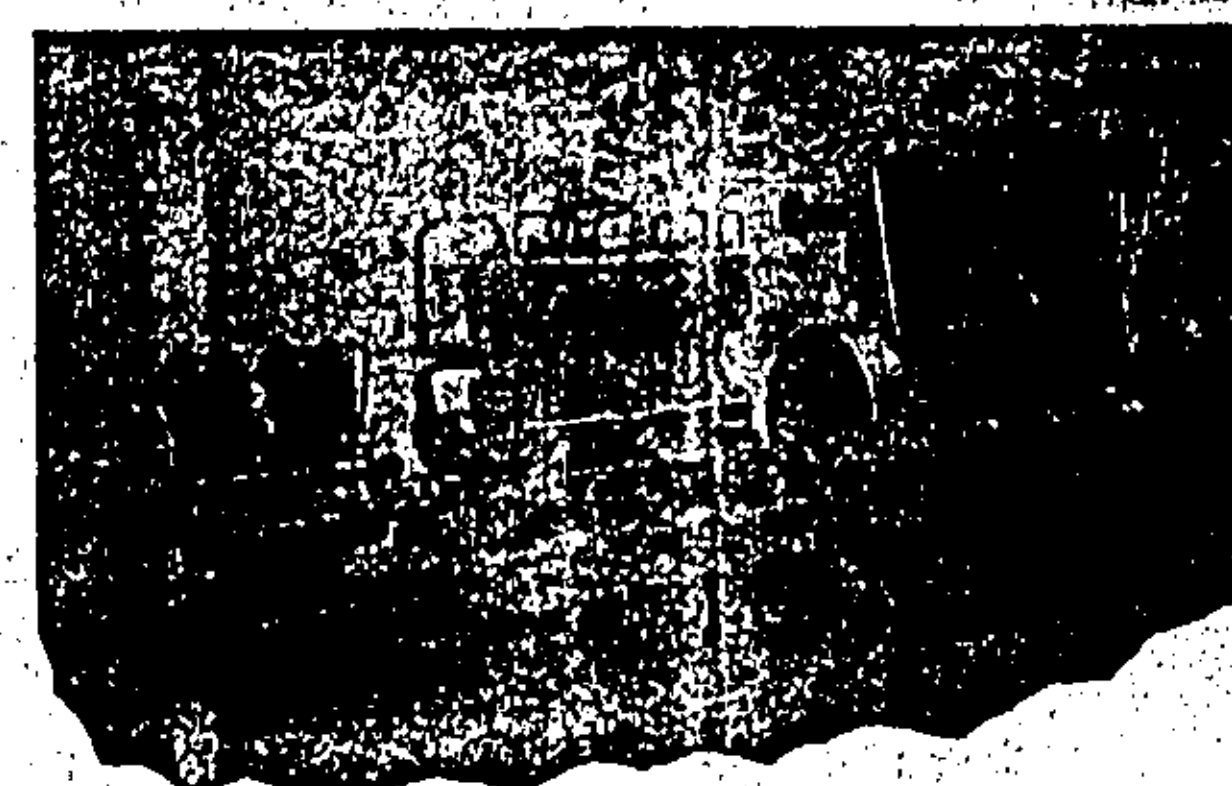
E. C. WILKS & Co., CONSULTING MARINE & ELECTRICAL ENGINEERS, SURVEYORS, ETC.

SHIPS DESIGNED, CONSTRUCTED AND SUPERVISED.

AGENTS FOR THORNYCROFT'S MOTORS AND MOTOR LAUNCHES, RACING AND CRUISING.

OUR MOTORS

For Reliability, Durability, Workmanship, Lightness, Estimates cheerfully given.



OUR PROPELLERS

Are fitted to the Principal Racing Launches in Europe. Designed and Finished for Highest Efficiency.

Agencies:—GENERAL ELECTRIC CO.
 W. H. ALLEN & SON'S, ENGINEERS, BEDFORD.
 H. W. JOHN'S CANADIAN ASBESTOS GOODS.
 Cable Address: "MARINEWORK," Hongkong.
 Telephone No. 358.
 12, Beaconsfield Arcade, Hongkong.

Hongkong, 1st February, 1905.

When you send your "boy" for

Fresh Australian Butter

See that he gets the "Princess" brand, the best made in Australia.

The wrapper of every pat bears our name and address.

THE MUTUAL STORES, GENERAL STOREKEEPERS.

HONGKONG AND CANTON.

Hongkong, 2nd February, 1905.

C. W. MEAD, C.E., President and Shanghai Manager.
 J. M. HOLMES, C.E., Vice-President and Hongkong Manager.
 A. F. CARRICK, C.E., General Manager, Manila.

ORIENTAL CONSTRUCTION COMPANY, CONSULTING AND SUPERVISING ENGINEERS AND CONTRACTORS, HONGKONG, SHANGHAI AND MANILA.

Cable Address: WERRICK, HONGKONG.

Railway Hydraulic Mining and Sanitary Engineering.
 A Specialty made of Reinforced Concrete and Concrete Piles.
 Examinations of Surveys Reports and Estimates.
 On all Railway or Proposed Construction Works.

Hongkong, 2nd February, 1905.



IF YOU HAVE A HEADACHE, DON'T TAKE DRUGS UNTIL YOU HAVE HAD YOUR EYES TESTED, FREE OF CHARGE, AT THE OFFICE OF

N. LAZARUS,

10, D'AGUILAR STREET, HONGKONG.

DEFECTIVE Vision and Eyestrain cause many Nerve Troubles, needing only proper Glasses to Correct and Cure.

Prescription lenses ground on the premises. All work guaranteed. Sun Glasses are useful and give the effect of coolness. Prices from \$2.00.

Hongkong, 1st October, 1904.

A. S. TUXFORD, Manager.

Intimation.

WM. POWELL,
LIMITED.

"ALEXANDRA
BUILDINGS,"

Des Vaux Road.

FURNISHING
DEPARTMENT.

FIRST FLOOR BY LIFT.

Newest designs in
ART
TAPESTRIES.

A splendid selection
of
PRINTED
SATEENS
NOW ON SHOW.

TABLE COVERS.

BED SPREADS.

TEA CLOTHS.

TABLE LINEN.

CHINA AND GLASS.

ALL KINDS OF
CARPETS,
CARPET SQUARES
AND RUGS.

PICTURES,
ENGRAVINGS,
&c., &c., &c.

UPHOLSTERING
DONE ON THE
SHORTEST NOTICE.

HOUSES
COMPLETELY
FURNISHED.

CUSHIONS
MADE TO ORDER.

Estimates given for all
kinds of
FURNISHING
WORK.

Wm. POWELL, Ltd.
HONGKONG.

Hongkong, 25th February, 1905.

Auctions.

PONIES! PONIES! PONIES!!!
THE Undersigned will hold their Annual
Sale of RACE PONIES by Public
Rump as under:—
TO-MORROW,
the 2nd March, at 4 P.M., at Kennedy's,
Causeway Bay, Repostory, upwards of
FIFTY LOTS.
Catalogues will be issued.
TERMS:—As usual.

HUGHES & HOUGH,
Auctioneers.
Hongkong, 1st March, 1905. [280]

PUBLIC AUCTION.
THE Undersigned have received instructions
to Sell by
PUBLIC AUCTION,
FOR ACCOUNT OF THE CONCERNED,
TO-MORROW,
the 2nd March, 1905, at 5 P.M., at
All KING'S Slipway, Wanchai,
The Cruising Yacht
"IONA."

Length Water Line 35 ft. 6 in., Breadth 8 ft.,
Depth 5 ft. 9 in., Sail area 600 Square feet.
This Yacht will be sold ready for sea with all
SPARE GEAR, CABIN FITTINGS, CUTLERY,
PLATES, &c., &c.
TERMS:—As usual.

HUGHES & HOUGH,
Auctioneers.
Hongkong, 1st March, 1905. [272]

Intimations.

**ASSOCIATION OF YORKSHIREMEN IN
HONGKONG AND CHINA.**

THE ANNUAL DINNER will take place
at the HONGKONG HOTEL, on SATUR-
DAY, the 18th of March.

Yorkshiremen intending to be present are
requested to communicate with the Under-
signed.

As decided by the Parent Society the term
"YORKSHIREMEN" includes the following:—
(1) A person born in Yorkshire. (2) A person
of Yorkshire parentage on either side. (3) A
person who is identified by residence with the
County of York.

ARTHUR CHAPMAN,
Hon. Secretary.
Hongkong, 28th February, 1905. [304]

WANTED.

AS OFFICE ASSISTANT, a youth with
knowledge of TYPE-WRITING.

Apply to—
**THE HONGKONG & WHAMPOA
DOCK CO., LD.**
Hongkong, 25th February, 1905. [203]

**HONGKONG FIRE INSURANCE
COMPANY, LIMITED.**

NOTICE TO SHAREHOLDERS.

THE THIRTY-SIXTH ORDINARY
ANNUAL MEETING OF SHARE-
HOLDERS in the above Company, will be
held at the Office of the Company, Pedder's
Street, on MONDAY, the 6th day of March,
1905, at 11.30 A.M. to receive a Statement of
Accounts to 31st December, 1904, and to elect
a Consulting Committee and Auditors.

The TRANSFER BOOKS of the Company
will be CLOSED from the 20th February to
the 6th March, high days inclusive.

JARDINE, MATHESON & Co.,
General Managers.
Hongkong, 8th February, 1905. [276]

**HUMPHREYS ESTATE AND FINANCE
COMPANY, LIMITED.**

NOTICE IS HEREBY GIVEN that on
and after this date interest at the rate
of 8% per annum will be charged upon all Calls
in respect of SHARES NOT FULLY PAID UP
from the day appointed for Payment of such
Calls, namely 3rd January, 1905.

JOHN D. HUMPHREYS & SON,
General Managers.
Hongkong, 11th January, 1905. [122]

CHINESE YOUNG MEN, ATTENTION!!

DO you want to earn more money in your
present position? Do you want to get
a better position? Do you want to become a
more useful citizen? There is only one way
to accomplish these ends, and that is to im-
prove your education. There is no excuse for
a young man to remain in an inferior position
when, by a little effort, he can so educate him-
self as to be able to command a good salary.

Our

NIGHT SCHOOL.

WILL OPEN FOR THE SPRING
SESSION ON WEDNESDAY, March 1st.
Classes every night from 6.30 to 9.30 in the
following subjects: English (Beginners,
Intermediate, and Advanced), Mandarin,
Arithmetic, Grammar, Bookkeeping, Commer-
cial Correspondence, Shortland, and TYPE-
WRITING. A competent Chinese teacher will
conduct the Beginners English class. All the
other classes (except Mandarin) will be taught
by FIRST CLASS FOREIGN TEACHERS.
ENGLISH and TYPEWRITING A SPECIALITY.
Large airy rooms. Rates reasonable. For
further particulars write or call—Secretary,
YOUNG MEN'S CHRISTIAN ASSOCIATION
(Chinese Department), 26, Des Vaux Road,
Central.

Hongkong, 23rd February, 1905. [278]

NOTICE TO SHIPPERS.

THE NIPPON YUSEN KAISHA are
prepared, during suspension of their
Trans-Pacific Service and until further notice,
to BOOK CARGO AND ISSUE BILLS OF LADING
TO SEATTLE, WASH., VICTORIA, B.C., AND
PACIFIC COAST PORTS, also to OVER-
LAND POINTS IN THE UNITED STATES
AND CANADA in connection with the GREAT
NORTHERN RAILWAY FROM SEAT-
TLE, as hitherto, by the Steamers of the
NORTHERN PACIFIC S. S. CO., BOSTON
STEAMSHIP and TOWBOAT COS., OCEAN
S. S. CO. and CHINA MUTUAL S. S. CO.
For further Particulars, apply at the Com-
pany's Local Branch Office in PRINCE'S
BUILDINGS, First Floor, Chater Road.

B. MORI,
Acting Manager
Hongkong, 24th January, 1905. [68]

HONGKONG GENERAL CHAMBER
OF COMMERCE.

ANNUAL MEETING.

[Continued from page 5.]

Mr. H. W. Shide seconded, and said:—I
have much pleasure in seconding the Chair-
man's resolution. As he says, it is purely an
endorsement of what the committee have al-
ready done, and I think the committee have
acted rightly in approaching the Government
in time about this matter, a most important
one for the Colony, and the community in
general is represented by this Chamber. We
should have the earliest opportunity of dis-
cussing any proposals brought forward for alter-
ing the Fiscal Policy of the Empire. As the
Chairman mentioned, the proposals are not at
present contained in concrete form, but no
doubt, after the dissolution of the present
Parliament, they will be, and it is only
right that we should ask the Government to
put before us what such proposals may be.

Hon. Mr. Gershom Stewart said: Mr. Chair-
man and Gentlemen.—From the advertisement
which has been in the papers for some time, a
special invitation is given inviting discussion
on the resolution which is now before the
meeting. It is in response to that invitation
that I venture to offer a few remarks on this
interesting subject.

As evincing a willingness
on the part of the Chamber of Commerce to
undertake fresh labour in the public interest,
there is nothing but good to be said of it. As
an effort to encourage public discussion on
matters of general interest, for from the word-
ing of the resolution, the matters treated are to
be submitted to the members in general,
there is much in it which will appeal to those
of us brought up to believe in free discussion as
the soundest principle upon which to found all
legislation. But there are other views of it,
which upon consideration may lead to doubt as
to whether the objects aimed at are likely to be
best secured by the proposal before us. The
resolution is comprehensive as it asks that all
legislation affecting commerce should be
submitted to the Chamber for approval.

As nearly all legislation does affect trade in some
form or other, it seems to amount to a claim
that the Government should submit practically
every ordinance they may be called to draw to
the vote or approval of this Chamber. What
affects commerce more than the soundness of
individual liberty? But are laws affecting the
constitution of the supreme court or the police
force to be submitted to a cosmopolitan Chamber?

The maintenance of Public Health also is an
important—do we desire to become a reference
committee for the Sanitary Board? Defence and
security occupy essential features of successful
commerce, a review therefore of subjects affect-
ing naval and military position are
included in the comprehensive wording
of the resolution we are considering. If
it is put forward in its present shape,
it will certainly cause a searching inquiry on
the part of the Colonial Office as to the consti-
tution of the body making a claim of such a
widespread nature. It will be found that we
are a cosmopolitan body which is free to
elect or reject its own members, who in
their turn are free to elect their own officers.

As we exist at present we have the advantage
of having members of all sorts, who are free to
give us the benefit of their knowledge and
experience on every matter. I am one of
those who think that the China trade is in its
infancy. There are some, pessimists, who
think that we Britishers are decadent, and re-
present a diminishing trade. I am not one of
those myself, but the pessimists may be right,
and there is therefore a possibility that in days
to come the majority of this Chamber may not
be Britishers at all. Is it not a somewhat lar-
ge order to ask the Government to mortgage
their future so far as to promise to submit
all their legislation to a body so constituted?

Is the Chamber any reuse of complaint
against the Government? If they can bring a
just charge showing want of consideration
against the Government they will have the
unanimous support of the members in resenting
it. I have always thought that the Govern-
ment were most anxious to avail themselves of
the ripe experience of the senior members of
this Chamber. Before asking for fresh powers
it might be well for the Committee to recom-
sider the proposition and in the meantime avail
themselves more systematically of the powers
to influence legislation which they enjoy at
present. Bills are advertised freely by the
Government Gazette and the public press be-
fore they are brought forward, and the Mem-
ber for the Chamber had no restrictions when
the last Sugar Bill came before the Council.
The discussion raised on that day was raised
by Mr. Sheehan and myself upon our own
initiative, and yet the principle involved was
the freedom of the Committee would be met
if they formed out of their own members a
parliamentary committee to report on all bills
brought forward by the Government. Their
energetic Secretary could keep them posted as
to all bills advertised. There is also always
the possibility that the Committee and the
members may view certain matters from
different points of view. It is fresh in our
memory that in the great question of currency
the members by a majority voted, for an in-
quiry into the possibility of a gold standard,
whereas the Committee were opposed to it. In
such a case which were the Government not
to support? In its present form I shall vote
against the resolution, firstly, because it asks
for a privilege which cannot be shared by
many of our own countrymen in the colony
who are not members of this Chamber, and
secondly, I think the Committee are asking
for something which may entail upon them an
answer, which will certainly be polite, but
cannot be entirely favourable; and, thirdly,
because this request may be met by some
counter proposition affecting the constitution
of this Chamber which might lessen our im-
portance as an all-embracing trading in-
stitution.

Mr. G. W. F. Playfair: I agree with every
word Mr. Stewart has spoken, and beg to se-
cond his position.

The Chairman in reply said the Fiscal Ques-
tion was in the air and all sorts of proposals
tendency to believe that certain legislation
might be brought in between Great Britain and
her Colonies, which might be of great use or
might have a very serious effect upon Hong-
kong. The resolution merely asked the Cham-
ber to endorse the request already put forward
by the Committee during the past year, and
which has been favourably received by the
Government; that in the event of any legisla-
tion being brought forward in connection with
this question, the Chamber of Commerce might be
communicated with. The Chamber of Com-
merce was not attempting to arrogate to itself
any unusual power. The resolution was worded
very much in a similar way to one adopted
by the United Chambers of Commerce of India
and Ceylon, and since received in a very sym-
pathetic manner by the Governor-General of
India. They did not suppose that the Govern-
ment would undertake any legislation concern-
ing them, without first consulting them. They
had always consulted them previously, and he
did not think now that they would commence
to neglect so doing. He asked them to pass
the resolution.

Mr. Gershom Stewart said the resolution was
in a very sweeping nature, though the remarks
of the Chairman had toned it down somewhat.
He suggested that it be referred to the new
committee for consideration.

The Chairman then put the resolution to the
meeting, and it was carried by a very large
majority.

On a motion of the Chairman, seconded by
Mr. E. Ormiston, the following were admitted
members of the Chamber: Messrs. Abdulhally
Ebrahim and Company, Agard Thoresen and
Company, Jorje and Company, The Fire
Insurance Association of Hongkong, and Run-
jahn and Company.

On the proposal of Mr. Scott, seconded by
Mr. Thompson, the retiring members of the
Committee were all re-elected.

This concluded the business.

A meeting of the Committee was subsequent-
ly held when Mr. E. A. Hewitt was unanimously
re-elected Chairman, and Mr. A. G. Wood,
vice-chairman.

THE CHINESE ENGINEERING
AND MINING CO. CASE.

CHANG YEN-MAO v. HEWICK, MOREING
AND CO.

[Continued from yesterday.]

In cross-examination by Mr. Hughes, Mr.
Deiring said he had had 40 years' experience
in business in China, and the plaintiff Chang
was a very capable man, and had a thorough
appreciation of commercial and financial affairs.
Witness had been a director of the Kaiping
mines since 1895, but until 1900, he got no
salary or other remuneration. Then why did
you work on their behalf and assist them?—If
there was a nut to crack, I should crack it.
(Laughter.) I see; you were the nut-cracker?
(Laughter.)—Yes. Inducements might have
been offered to him by the defendant Moreing
and Mr. Hoover in these transactions, but he
neither accepted nor refused them. He deli-
berately took that course in order to have a free
hand. The proposal was that 50,000 shares
should be for himself and his Excellency; but
no understanding was come to.

You let them think you had accepted it?—I
let them think what they liked. (Laughter.)
Did you take that course so that you might
say one thing or another when convenient?—I
wanted to be able to deal with the matter as I
thought fit.

Witness was then referred to the correspon-
dence, and was asked: You remember writing
a letter to Moreing, in which you told him
he had the opportunity of taking the lead in
mining matters in this country, and make for
yourself and those who follow your colours
a good thing of it?—Yes.

Continued: "I think it best that the man-
agement and profits of the enterprise should be
fairly divided?"—Yes.

You never thought of yourself in these
matters?—Not at all. (Laughter.)
You were one of those following his colours
at that time? (Laughter.) Or leading them.
(Laughter.)

At Tongku witness, Hoover, and Chang
frequently met. As a rule he acted as inter-
preter between Chang and Hoover. With
regard to the authority of June, 1900, witness
said he instructed Mr. Eames to draw up the
document required for the purpose of pro-
tecting the Chinese Mining Company under the
British flag. Mr. Hoover wanted to be tri-
bune of the company; but witness was tena-
cious that Mr. Moreing should occupy that
position.

At this point the hearing was adjourned.

THE SIXTH DAY.

The hearing was continued on 26th Jan.,
when Mr. Deiring again went into the witness
box, and was further cross examined by Mr.
Hughes on behalf of the defendant company.

Witness said he had a salary of £2,000 a year
and a commission on the profits, and Chang
had certain rights. In his opinion, he was
entitled to compensation, for giving up that
appointment; but he did not ask for it. Chang's
right to compensation for giving up his rights
was not discussed, so far as he could remem-
ber. Chang was entitled to compensation for the
profit he was permitted to make out of the
company under Imperial edicts. His im-
pression was that he gave Hoover what
the documents, or showed him what
was in them. He could not remember
telling Mr. Hoover that one of the documents
he gave him was a ratification by Chang of
what he had done. On certain occasions
he was not explained to Chang. On certain oc-
casions he had to act on his own responsibility.
He thought it was necessary to do so in China,
because he did not want the man who followed
his advice to be placed in a dangerous position.

I put it to you that you carefully explained
to Chang the whole of what was going on, and I
cannot remember that.

Are you prepared to say that is not so?—No.
I am not; but I cannot remember.

Questioned with reference to a letter of Mr.
Moreing of Nov. 9, 1900, witness said he knew
some free shares would have to be given, but
had no idea of the number. He understood
from the letter that the General Syndicate
would have a large number of shares in the
new English company. In his discussions
with Hoover no reference was made to his own
or Chang's compensation in the matter. Had
he not accepted the offer of Mr. Moreing and
Mr. Hoover he would not now be able to de-
fer the Chinese shareholders.

Whenever it was important that Chang
should know matters connected with the com-
pany you told him?—When there was any-
thing important to communicate to his Ex-
cellency I communicate it.

Cross-examined by Mr. Haldane: From the
first it was his idea that the promoters of the
new company should make a profit. The
50,000 shares to go to him were to be used
according to circumstances. He had not told
Mr. De Wouters that he signed the deed of July
30 with the full authority of Chang. At that
time the whole contents of that deed were
unknown to Chang. Chang left him to look
after the interests of the Chinese Company.
He might have told De Wouters that he had
full authority to sign the agreement; but he
did not say that he had that authority from
Chang.

Did you tell De Wouters Chang had told
you?—Well I will sign; but I want a memo-
randum in such a way as to disengage my
responsibility and save my face in the eyes of
the Chinese officials?—Chang was too
practical a man to do that. (Laughter.) Wit-
ness denied having told De Wouters that was
the object of the memorandum.

Did anybody dispute in China, between the
date of the agreement and the time you all
came to issue, that the memorandum was to be
carried out?—The difficulty was that none of
the various ages who came to China to treat
the question of reconciliation wanted to take
the memorandum as it was signed.

Was not all they sought to do to fill out the
details?—They wanted modifications of the
memorandum. The representatives of the
London Board wanted to put the whole Chi-
nese board at naught.

Mr. Haldane said the whole dispute was as
to the extraordinary construction which his
friends on the other side were trying to put on
the agreement entered into between plain-
tiffs and the defendants. His lordship pointed

out that there was an absolute repudiation of
the agreement in the defence. It was very
unfortunate that it had been put in. Mr.
Haldane replied he would not repudiate it
now. He was treating this memorandum as
one which must be carried out, but his learned
friend Mr. Leveit was not content to say this
memorandum of agreement was binding, but
asked for something beyond that.

Mr. Justice Joyce was not surprised to hear
Mr. Haldane did not dispute the memoran-
dum; but he was not going to press how
the agreement was to be carried out.

Mr. Haldane said it was unfortunate the
company were second defendants, because
they came after a charge of fraud. They
were not charged with being fraudulent, but
with being the creatures of fraud.

Mr. Justice Joyce: You are the creatures of
the other defendants?

Mr. Haldane: In the language of Lord
Justice James, I am put forward as "being
conceived in fraud and born in iniquity."

Mr. Justice Joyce said the co-defendants
were his enemies, and it was extremely un-
fortunate such a defence was put in on behalf
of the company. He would like to hear what
had been done with the shares before he called
upon the other side.

Mr. Leveit stated that he was going to put
in the share registers of the different companies.
Mr. Justice Joyce: Yes; but someone must
tell me what they mean. I am, like the wit-
ness, in a mist about the shares. By next
Tuesday (31st Jan.) perhaps, you will all con-
sider where you are.

Mr. Hughes: I had hopes that we should
have had an intimation to-day which have put
before us somewhat more clearly what the
plaintiff's case is.

Mr. Justice Joyce: I think you can guess.
This closed the plaintiff's evidence, and the
hearing was adjourned till 31st Jan.

[To be continued.]

COMMERCIAL.

TO-DAY'S EXCHANGE.

| Selling. | |
|---------------------|----------------|
| London—Bank T.T. | 100 to 110 1/2 |
| Do. demand | 100 to 110 1/2 |
| Do. 4 months' sight | 100 to 110 1/2 |
| France—Bank T.T. | 23 3/4 |
| America—Bank T.T. | 45 1/2 |
| Germany—Bank T.T. | 100 to 110 1/2 |
| India T.T. | 100 to 110 1/2 |
| Do. demand | 100 to 110 1/2 |
| Do. 4 months' sight | 100 to 110 1/2 |
| Japan—Bank T.T. | 100 to 110 1/2 |
| Siam—Bank T.T. | 100 to 110 1/2 |

| Buying. | |
|--|----------------|
| 1 months' sight L/C | 100 to 110 1/2 |
| 3 months' sight L/C | 100 to 110 1/2 |
| 6 months' sight San Francisco & New York | 46 1/2 |
| 1 months' sight do. | 47 1/2 |
| 3 months' sight Sydney and Melbourne | 100 to 110 1/2 |
| 6 months' sight do. | 100 to 110 1/2 |
| 1 months' sight do. | 100 to 110 1/2 |
| 3 months' sight do. | 100 to 110 1/2 |
| 6 months' sight do. | 100 to 110 1/2 |
| 1 months' sight do. | 100 to 110 1/2 |
| 3 months' sight do. | 100 to 110 1/2 |
| 6 months' sight do. | 100 to 110 1/2 |

GOLD QUOTATIONS.

| To-day's quotations are as follows. | |
|-------------------------------------|----------------|
| Malwa New | 100 to 110 1/2 |
| Old | 100 to 110 1/2 |
| Older | 100 to 110 1/2 |
| Oldest | 100 to 110 1/2 |
| Parma New | 100 to 110 1/2 |
| Parma New | 100 to 110 1/2 |
| Parma New | 100 to 110 1/2 |
| Parma New | 100 to 110 1/2 |

Entertainment.

**THEATRE ROYAL,
CITY HALL.**

**THE DALLAS-BANDMANN
OPERA CO.**

35 ARTISTS 35

**GRAND OPENING NIGHT,
TO-MORROW.**

(THURSDAY), 2nd March,
When will be produced the enormously
Successful Musical Comedy,

"A COUNTRY GIRL."

FRIDAY, 3rd March,
"A COUNTRY GIRL."

SATURDAY, 4th March,
"A COUNTRY GIRL."

MONDAY, 6th March,
Grand Production of

"THE ORCHID."

Doors open 8.30 P.M.
Commence 9.00 P.M.

PRICES AS USUAL.
Plan at Messrs. ROBINSON PIANO Company.
Hongkong, 1st March, 1905. [30]

GOVERNMENT NOTIFICATION.

INFORMATION has been received from the
Military Authorities that GUN PRACTICE
will be carried out as under:—

On WEDNESDAY, 1st March:—
From Pak-sha-wan, towards entrance to
Junk Bay, at ranges of 600 to 4,000
yards, commencing at 9.30 A.M., and
finishing at 11 A.M.

On FRIDAY, 3rd March:—
From Sywan and Pak-sha-wan, towards
entrance to Junk Bay, at ranges of
600 to 6,000 yards, and 600 to 4,000
yards, respectively, commencing at
9.30 A.M. at Sywan and continuing at
Pak-sha-wan thereafter, and finishing
at 11 A.M.

If the weather is unfavourable on either of
the above dates, Practice will take place on the
following day.

All ships, junks and other vessels are to
keep clear of the range.

L. BARNES-LAWRENCE, Captain, R.N.,
Harbour Master, &c.

Harbour Department,
Hongkong, 25th February, 1905. [290]

Intimations.

YOU WANT
PROVISIONS
AND
WINES
IN
1905.

GET YOUR SUPPLIES

Intimations.



A. S. WATSON & CO.,
LIMITED.

ESTABLISHED A.D.
1841.

WINE AND SPIRIT
MERCHANTS.

E

BLEND

VERY OLD LIQUEUR

SCOTCH
WHISKY.

D
PORT,

VERY FINE OLD VINTAGE MANY
YEARS IN BOTTLE.

A CHOICE AFTER-DINNER WINE.

A. S. WATSON & Co.,
LIMITED,

WINE AND SPIRIT MERCHANTS.

ALEXANDRA BUILDINGS.

Hongkong, 25th February, 1905.

[32]

WINE

AND

SPIRIT MERCHANTS,

HONGKONG,

34, QUEEN'S ROAD CENTRAL,

FIRST FLOOR,

(WM. POWELL & Co's old premises).

per dozen.

SCHWEPPE'S Soda Water, ... } \$3.00
Bombay Bottles

SCHWEPPE'S TONIC, ... } 3.00
Ordinary Bottles

SCHWEPPE'S Stone Ginger Ale, } 3.60
Stone Bottles

N.B.—We have been appointed sole agents

for China for Messrs. Schweppes Aerated

Waters, and we have made arrangements to

have fresh consignments shipped to us by every

mail boat.

N.B.—All our Wines and Spirits are bottled at

home, thereby ensuring to our Customers

all the advantages accruing from bottling

done at home under the direct supervision

of the Growers and Distillers as compared

to bottling done in China by Chinamen

at the service of European Firms.

Hongkong, 7th December, 1904.

[33-1]

NOTICE.
All communications intended for publication in "The HONGKONG TELEGRAPH" should be addressed to The Editor, 1, Lee Hoock Road, and should be accompanied by the Writer's Name and Address.
Ordinary business communications should be addressed to The Manager.
The Editor will not undertake to be responsible for any rejected MS., nor to return any Contribution.

SUBSCRIPTION RATES (IN ADVANCE).
DAILY—\$30 per annum.
WEEKLY—\$12 per annum.

The rates per quarter and per annum, proportionately.
The daily issue is delivered free when the ad is accessible to messenger. On copies sent by post an additional \$1.80 per quarter is charged for postage. The postage on the weekly issue to any part of the world is 30 cents per quarter.
Single Copies, Daily, ten cents; Weekly, twenty-five cents.

The Hongkong Telegraph

HONGKONG, WEDNESDAY, MARCH 1, 1905.

WEIGHTS AND MEASURES.

We are pleased to find that, in the annual report of the Chamber of Commerce, allusion is again made to the important question of the metric system of weights and measures, for the compulsory adoption of which the Committee is strongly in favour. The reader is perfectly aware how agitation has been proceeding for a considerable length of time as to the extreme desirability of having uniformity in weight and measures of all commodities in the growing and expanding conditions of the international trade of the world, and those who have followed the numerous articles which have appeared in our columns from time to time on the currency question, will have learned that even an international standard of coinage has been mooted. The latter, however, is a far more difficult problem for solution than the change to a metric system of weights and measures, which in Hongkong, where it is already largely in use, could be adopted with comparatively little difficulty. We believe that the Continent had gained by its adoption, and it is certainly a matter of regret that the Home government has not long since passed the Bill which the Decimal Association of London promoted early last year. As almost every scientific society of repute in the world has recognised the immense utility of a uniform system it is strange, indeed, that Great Britain, which is in the foremost ranks of commerce, has not had it in use for years. Whilst England has been acting half-heartedly in the matter, and extensive territories with vast populations added to the Empire, with the result that the cumbersome British system has been adopted in our new possessions, the other nations of the earth have forged ahead, held an International Conference on weights and measures, and adopted the metric system; it is almost needless to add that none have regretted the course taken, as is shown by our Consular reports from all quarters of the globe. That the reform is really urgent is evidenced by the fact that, since about 1897 the Colonial Conferences, Colonial Councils, Chambers of Commerce in all parts of His Majesty's Dominions and many other societies and institutions have passed resolutions favouring the compulsory use of the system for all purposes at an early date. It looks almost as though the Mother Country has been hesitating before adopting the change in a practical form, until finally the colonies, who have so far waited for England to make the adjustment, have petitioned her to decide upon uniformity in weights and measures. A compulsory Act is but the last step of many which will bring us into the ranks of the other nations. Therefore we view with satisfaction the decision of the Chamber of Commerce to give financial assistance to the Parliamentary Campaign Fund being raised by the promoters of the Bill to ensure a successful issue. This is a step in the right direction, and we trust that the day is not far distant when this scientific system of weights and measures will be adopted throughout the Empire at large.

LOCAL AND GENERAL.

MESSRS. W. G. Humphreys & Co., agents for Messrs. Swift & Co., send us a coloured allmace.

In the match for the semi-final for the Soldiers' Club Cup the Royal Engineers beat the Albion by four goals to nil.

PLAY on Monday evening in the bowls competition, Hongkong Club v. the Navy, resulted in the former scoring 9,454, and the latter 9,234 points.

THE Japanese Consul-General at Tientsin reports that rinderpest is raging in and about Tientsin with great virulence, and destroying a considerable number of cattle.

THE Royal Indian Marine steamer *Hardinge*, with the 119th Infantry on board for Hongkong, was detained at Bombay owing to a case of small-pox having occurred on board amongst the native crew.

BOMBAY is now firmly in the grip of two fell epidemics, plague and small-pox, which at present threaten to exact such a heavy toll in human life that the mortality for the city during this cold season may be one of the highest on record.

THE three Chinamen who were charged with committing armed robbery in the New Territory, under circumstances already recorded in these columns, were this morning committed by Mr. Gompertz, at the Magistracy, to take their trial at the next Criminal Sessions.

AN old Chinese woman was, on the arrival of the steamer from Canton yesterday, suspected of being in possession of illicit opium. A search developed the fact that she had upon her thirteen taels of the drug. Mr. Gompertz dealt with her at the Magistracy yesterday, when a fine of \$500 was inflicted.

ON account of telegraphic information received from Singapore, on the arrival of the *Nansang*, on the 27th ult., Indian Police Constable No. 424, arrested one Ah Kuit, who is wanted at that place, on account of crimes committed. He was placed before Mr. Gompertz this morning on application for his extradition, but was remanded for further evidence.

THE Club Lusitano ball, which was to have been held on Saturday next, has been postponed as a matter of respect for one of its oldest members, Mr. F. J. Machado, who died yesterday. Mr. Machado, who was seventy-two years of age at his death, was one of the few original members of the Club, and was held in general esteem by its members, past and present.

BEFORE Mr. F. A. Hazeland at the Magistracy yesterday, Mr. P. W. Goldring, of Mr. G. K. Hall Brutton's office, applied for leave to appeal against the sentence of six months' hard labour, in the case of the six men charged with ill-treating a boy, whom they believed to have given information as to their doings to excise officers. Leave to appeal was granted, the prisoners to be released, the first on bail of \$5,000, the rest \$3,000.

THERE will be a football match between the Lusitano F. C. and Rovers F. C. on Friday at Queen's Recreation Ground, Causeway Bay, Kick-off at 5.15 p.m., sharp. The following will represent the F. Club:—Goal: J. C. Barros; backs: A. V. Barros, J. C. Barretto; halves: J. M. Sequira, O. F. Rozario, P. da Roza; forwards: J. M. Brito, C. F. Ozerio, (Captain), E. M. Ozerio, A. O. Barradas, and A. J. V. Ribeiro.

A FIRM'S JUBILEE.

MESSRS. BLACKHEAD AND CO. EN FÊTE.

To-day the well-known local firm of Messrs. Blackhead and Company, shipchangers, coal-merchants, soap manufacturers, and general commission agents, of Hongkong and Kowloon, are celebrating their completion of fifty years of progressive business operations. It was on the 1st of March, 1855, that the founder of the firm, Mr. E. Schwarzkopf, opened a shipchandler's business on an old hulk at Whampoa near Canton, which has proved the nucleus of what is to-day a large and extensive shipping business, with other issues attached. But a few years later, on account of our trouble with the Chinese in the district, the hulk, the *Schwartzkopf*, was abandoned, and the growing business transferred to Hongkong. Even in those days the founder had made great headway, and what was a mere "junkshop" in the beginning, had already assumed important proportions with a good standing among the mercantile marine, visiting this port, and others on the China coast. Hongkong then was not the Hongkong of to-day, as we know it, and it was considered a great step in advance when the new firm opened business in small temporary premises in Queen's Road Central. After a short stay there, the exigencies of the business necessitated a further removal, and a suitable locality was secured on Des Voeux Road, for its new home. But this again very shortly proved too small, and premises on the waterfront, on the site on which to-day stands the Hongkong Hotel were secured. Again the business continued to increase, and the last site being too cramped, the firm removed to the edifice next to the present Hongkong Hotel, where it remained, growing and increasing so that it was at length deemed advisable to take over premises in St. George's Building where they now occupy the whole of the ground, and a portion of the first floors. To-day, in celebration of its jubilee, the firm has been keeping "open house," and tendering a cordial welcome to all callers, well-wishers and constituents alike, and the employees at the various factories and godowns have, as far as possible, been given a holiday. The new premises have been gay with bunting and evergreen, while the interior has presented a very pleasing effect, by reason of a handsomely arranged fountain in the centre of the main hall, near the entrance, which is surrounded by some lovely specimens of the "fan" palm, and other tropical foliage. Immediately above the fountain, as well as over the entrance, appear the dates 1855—1905, elegantly picked out in various coloured flowers, while below these inside is hung a portrait of the founder of the firm, Mr. E. Schwarzkopf, the whole of the top of the immense hall being draped with the flags of all nations. On a daintily arranged table at one side were set out light refreshments, and there Mr. F. Schwarzkopf, the son of the founder of the firm, supported by Messrs. F. H. Böhmke, E. Vollbrecht, C. Stockhausen, J. Dauch, and other assistants of the firm, dispensed hospitality, and received the good wishes for the continued success and progress of this enterprising firm. During the day Blackhead Point was gay with bunting in honour of the occasion, upon which we join in tendering our hearty congratulations to Messrs. Blackhead and Co.

SALE OF RACE PONIES.

At four o'clock this afternoon, opposite the City Hall, Messrs. Hughes and Hough sold, by public roup, the following ponies which took part in the recent race meeting. Following were the ponies sold, the buyers and their bids:—

Chesla, saddle pony and broken to harness, withdrawn.

Standard, good hack, perfect mouth and manners up to 14 stone, Mr. Kernan, \$65.
Butcha, dun griffin, withdrawn.
Woodstock, winner of races in Amoy, Capt. Leslie, \$65.

Distrust, winner of races in Amoy and Hongkong, Capt. Pullock, \$90.

Caterpillar, Mr. Melchers, \$65.

Soup Meat, Mr. W. G. Clark, \$90.

Blackbird, winner of Encouragement Stakes, Mr. Melchers, \$120.

Patrimony, winner of races in Foochow, Capt. Leslie, \$110.

Scottish King, winner of races in Shanghai and the "Cotswold Cup," and in Hongkong Club Cup, and 3rd in Great Southern Stakes, bought in \$500.

Umbrian King, 2nd in Maiden Stakes, bought in \$120.

Saxon King, bought in \$100.

Tuscan King, 2nd in Grand Stand Stakes, bought in \$100.

Prairie King, winner of the Germ in Cup and Hongkong Stakes, and 2nd in Chinese Club Cup, Mr. Hynes, \$720.

Jungle King, winner of Racing Stakes, bought in \$180.

Cake Walk, strong, believed sound and likely to make a good Polo pony, Mr. May, \$130.

Royal, chestnut pony, Mr. J. J. Leiria, \$100.

Grey griffin, Owner, \$85.

Hackenschmidt, Capt. Elgood, \$100.

Praps, Mr. J. R. Michael, \$140.

Praps not, Mr. J. R. Michael, \$105.

Border Raider, winner in Shanghai and placed several times during the recent meeting, withdrawn.

Ledbury, Capt. Leslie, \$105.

Heythrop, Mr. Patterson, \$125.

Berkeley, Mr. Kernan, \$80.

The Duke, bought in, \$140.

V. W. H., Mr. Alves, \$65.

Starling, Mr. Arich, \$85.

The Loafers, bought in, \$130.

Th. Count, Capt. Leslie, \$135.

The Professor, Mr. Melchers, \$130.

Desperado, Mr. Anderson, \$130.

Grey griffin, Mr. Pereira, \$120.

The Spirit, winner of the Visitors' Cup, Mr. Rose, \$190.

The Squaler, Mr. J. J. Leiria, \$60.

Cascade, withdrawn.

Grand Llama, Mr. Heinze, \$155.

Ocean, Mr. ... \$135.

Rosy Morn Rose, black China pony, 2nd in Wong-wei-chong Stakes, withdrawn.

Empress of India Rose, grey pony, Mr. J. J. Leiria, \$125.

Silver Queen Rose, grey China pony, winner of Wong-wei-chong Stakes, withdrawn.

The Gem Rose, grey China pony, winner of Valley Stakes and Governor's Cup, bought in, \$120.

Lamarque Rose, iron-grey, 2nd in Lusitano Cup, Mr. May, \$180.

High Frequency, 2nd in Jockey Cup, Mr. J. J. Leiria, \$125.

Policy, 3rd in Chinese Club Cup, and in Governor's Cup and 2nd in Valley Stakes, Mr. May, \$145.

Fiscal, Mr. J. J. Leiria, \$80.

Wee Macgregor, Mr. Mackie, \$130.

Highlander, Mr. Moxon, \$150.

Highland Laddie, Mr. Robertson, \$130.

Highland Fling, Mr. J. J. Leiria, \$105.

Arranpogue, Mr. J. J. Leiria, \$140.

Yellow Peril, very quiet with good mouth, good hack, Mr. Patterson \$145.

White Elephant, quiet, Mr. J. J. Leiria, \$115.

The ponies bought by Mr. Leiria, Vice-Consul for Portugal, are to be shipped to Macao for the local mounted Police. For the higher-priced ponies the bidding was very keen.

CANTON NOTES.

[From Our Own Correspondent.]

Canton, 28th Feb.

DISTURBANCE IN THE CITY.

For two days there has been considerable trouble in the Sai Kwan district. The Buddhist fraternity own a large temple and garden in Cheung Chau Li just north of the 17th ward. Two schools were opened in it last year. The priests were consulted and gave their consent, and the officials issued a proclamation authorizing the use of some rooms for schools. The teaching in these schools was of a varied character—Western studies, as taught by the Chinese, and added to these was some English. During the New Year's holidays some disgruntled Chinese have been filling the minds of the priests with all kinds of tales. This resulted in the priests believing that some foreigners were at the back of the schools and were working to get possession of the temple and garden. The priests complained to the officials. They charged two foreigners (no name given) with conspiring with certain blackleg native Christians to seize all the property belonging to the monastery. The priest became thoroughly roused. Last Saturday was the date for reopening the schools. When the day came the priest had gathered a mob of street toughs and entering the schools smashed the furniture. The boys as they arrived at the school were insulted, their books taken from them, and their school caps snatched from their heads and thrown away. During the most of yesterday upwards of a thousand roughs were gathered in the neighbourhood of the monastery and any schoolboy making his appearance was roughly handled. Stones were thrown and several boys received severe cuts. Teachers and pupils were accused of being Christians, and the two nameless foreigners were said to be using them to appropriate the property of the priests. The city was well placarded with printed sheets containing the same charge, and the native papers gave a full account of the trouble. A few soldiers sent to restore peace were driven off by the mob.

ACCIDENTS AND FATALITIES OF THE NAVY FOR 1904.

[By a Naval Correspondent.]

The accidents in the Royal Navy during the year are, happily, very few when one considers the great number of ships and men employed in our naval service. In your columns you recently set forth statistics concerning the health of the Navy, and it is now my intention to give, briefly, accounts of the accidents to ships and men as they occurred during last year. On January 6th a boiler exploded on board H.M.S. *Wallaroo*, on the Australian Station, causing the death of four men injuring three more. On the 29th idem two men were hurt, one fatally, at Whale Island while hoisting a gun into a lighter. On the last day of February a steam boat belonging to H.M.S. *Edgar* was run down by the destroyer *Vixen* at Devonport and two men were drowned. It will still be fresh in the minds of all, that fatal disaster of 18th March in which the Submarine A1 was sunk by a liner off Portsmouth when two officers and nine men were sent to the bottom, sealed up in that ill-fated shell. Three men of the Naval landing parties from H.M. ships *Hyacinth*, *Mohawk*, and *Fox*, were killed on 21st April, while employed, in conjunction with part of the Hampshire Regiment, capturing a Derwish Village in Italian Abyssinia. May was entirely free from accidents; but on the 14th June, four men were badly scalded by an explosion on board the destroyer *Succor* in the Fifth of Clyde. On the 18th of the same month, the destroyer *Sparrowhawk* became a total wreck near the Saddle Islands off the coast of China; happily no lives were lost. On 7th July, two seamen were suffocated on board the *Junco*, (power hulk at Chatham) by the burning of a quantity of naval fireworks, and on the 16th, a steamer collided with the destroyer *Nautilus* off Harwich. No lives were lost but the destroyer was badly damaged. H.M. ships *Burford* and *Canopus* ran foul of one another on 30th, with the result that the former was slightly damaged. On the 12th August, a party of marine officers in a launch were run into and sunk, but no lives were lost. The next day the destroyer *Decoy* was sunk by the *Arcturion*, one A.B. being drowned. On the 18th the destroyer *Zephyr* was run into by a torpedo boat, and only just saved from sinking. A fatal gun accident happened on board H. M. gunboat *Comet* off Portsmouth on 7th September, the breech of a 4.7 inch gun blowing out killing three, and injuring two men. On the 26th of the same month yet another destroyer, H.M.T.B.O. *Chamois* was sunk, in the Mediterranean, but no lives were lost. In the early part of November H.M.S. *Penguin*, New Zealand, lost a boat's crew of one officer and five men drowned. Through a boat capsizing, two men of the Torpedo Depot lost their lives by drowning in Portsmouth Harbour. While sweeping for the electric cable a mine blew up capsizing a steam pinnace and cutter some of the men being immersed for twenty minutes before being picked up. This concludes the list of accidents, fatal and otherwise, for the year.

Of officers who were killed or died from various causes, and not included in the above account, January saw the passing away of the "Father of the British Fleet" by the death of Admiral Keppell, at the age of 95. During February, Captain Sir G. Morice, Vice Admiral Woolcombe, and Rear Admiral "Versey" died. Retired Admiral Prince E. Leiningen, Rear Admiral, "William C. H. Donville, C.B., and Rear Admiral, H. J. May, M.V.O., passed away in April. 4th, May V.C. Admiral, R. W. Courtney died, and two more deaths took place during the same month Admiral, the Hon. W. C. Carpenter and Staff Commander, H. H. Sabben, the latter on board H. M. Storeship, *Tyne*, passing away. Inspector-General, M. Hodgson, M.O. died at Southsea on 8th June, and on 9th July the death was announced of a Crimean Hero—that of Admiral G. I. Sullivan Captain E. H. Bayly, C.B., died during August and on 2nd October, Commander R. W. Melville was washed overboard from a steamboat and drowned in Portland harbour. The death of Admiral Sir Erasmus Ommanney took place at Portsmouth on 21st December.

Total deaths and injuries while serving:—

Officers—4, all drowned.

Men—33 killed; 10 injured.

Two of the four officers lost their lives in the Submarine A1 disaster, one in Portland harbour and one from H.M.S. *Penguin*, Australia. Of the 31 killed, 10 deaths resulted from accidents, 3 in action, and 19 by drowning—9 of the latter in the Submarine A1. There were 10 men injured by various accidents.

Among officers 10 Admirals of all grades died, during the year, and one Inspector General of Hospitals, two Captains, and one Commander, making a total of 14.

SHIPPING AND MAILS.

MAILS DUE.
American (*Doric*) 2nd inst. 8 p.m.
Canadian (*Albatross*) 2nd inst.
American (*Manchuria*) 5th inst.
Indian (*Sutlej*) 14th inst.

The Bucknall Line s.s. *Baralong* left Shanghai to-day, and is due here on 4th inst.

The P. & O. s.s. *Nicomedia* sailed from Portland, Oregon, on 26th ult., and is due here on 30th inst.

The N.G. 1. S.S. Co's s.s. *Ischia* left Singapore for this port to-day, and may be expected here on 6th inst.

The Imperial German Mail s.s. *Bayern* which left here on 1st inst., at noon, arrived at Genoa on Tuesday at 5 p.m.

The H. A. L. s.s. *Silvia* from Hamburg left Singapore for this port on 1st inst., and may be expected here on 7th inst.

The I. C. S. N. Co's s.s. *Sutlej* left Calcutta for this port via the Straits on 25th ult., and may be expected here on 14th inst.

The O. & O. S. Co's s.s. *Doric* with m.s. &c., left Shanghai for this port on 28th ult., at 4 p.m., and is due here on 2nd inst., at 8 p.m.

The C. P. R. Co's s.s. *Atenland* arrived at Yokohama at 10.30 a.m., on 27th ult., and left again at 3 p.m., Tuesday, for Kobe where she is due to arrive at 6 a.m., on 29th inst.

THE TELEGRAM.

THE WAR.

CAPTURE OF CHINGHOCHENG.

RUSSIAN RETREAT.

Mr. M. Noma, Consul for Japan, kindly forwards us the following telegram:—

TOKIO, 28th February, 1905.

On the 23rd February, our detachment engaged the enemy at Chinghocheng, 30 miles east of Pensiho. A strong snow storm, the steep nature of the ground, and the melting ice at Tatzho greatly hindered our movements; but by noon our first line managed to press closely to the enemy's position and deliver a fierce attack.

The enemy, consisting of sixteen battalions with twenty guns and holding a strong position with the several rows of defensive works, offered stout resistance.

At daybreak of the 24th February we renewed the attack followed by ghastly fighting, and in the evening Chinghocheng fell to our hands.

The enemy retreated northward, burning Chinghocheng and leaving 150 dead on the field.

We captured three machine guns and a number of rifles and ammunition; the enemy's losses are believed to be considerable.

There was no case of frostbite in our army.

THE INSTITUTION OF ENGINEERS AND SHIPBUILDERS OF HONGKONG.

The fourteenth annual general meeting of the members of this Society was held at the Rooms, Des Voeux Road, last night. Mr. H. T. Richardson presided, and there were also present Messrs. J. D. Logan, T. W. Robertson, J. Lambert, E. O. Murphy, J. F. Miller, C. F. Fockan, Rutter, R. Mitchell, A. MacLachlan, Murchie, and many others.

The Chairman, in opening the proceedings, referred to the report, which he said showed them in a much more favourable position than last year. As the Chairman remarked on that occasion, unless they woke up, they would have to consider the matter of closing up. Well the members had woken up and taken a greater interest in the Institution, with the result that there had been a large increase in the number of members. It had now been decided to admit deck officers as associate members and twenty-one had joined during the year. He was sorry the number was so few, and hoped it would soon be increased, for the introduction of these gentlemen not only added to the general sociability, but also materially strengthened the income of the club. Their accounts which had been audited by a chartered accountant, showed a credit balance of \$1,889, as against \$315 last year. They therefore had a good footing, because everything had been written down as far as possible. An anonymous member had offered two medals for junior engineers for the best paper on the "Duties of an Engineer at Sea," and he hoped a large number of papers would be sent in on the subject. In conclusion, Mr. Richardson said that although they wanted to keep up the engineering side as much as possible, the Institution was practically a social club, and he hoped they would all do their utmost to make it even more useful and successful. (Hear, hear.)

Mr. R. Mitchell then moved the adoption of the report and accounts, which he regarded as very satisfactory, and showed that the members of the committee had the interests of the members at heart.

Mr. A. MacLachlan seconded, and the motion was carried unanimously.

The meeting then proceeded to the election of officers,

TELEGRAMS.

[Reader's.]

The War.

London, 27th February.

Accounts of the fighting in Manchuria are of the most meagre description, and still from exclusively Russian sources. They indicate that the engagement at Beresneff Hill was the beginning of a great battle, and part of a general Japanese movement against the Russian left flank.

Beresneff is one of the strongest of several fortified heights of Teinkhecheng, a position situated on the south slope of the Taling Range, eighteen miles south-west of Shinking, and barring the way to the passes leading to Fushun where Kuropatkin has his centre.

Later.

TROOPS DELAYED.

The Times St. Petersburg correspondent wires that the transport of troops to the front has been greatly delayed all the winter. None of the reinforcements despatched during December will reach General Kuropatkin before April.

Situation in Russia.

Reuter's St. Petersburg correspondent wires that, in order to ensure the railway service, the Government has ordered all railway men in the Empire to be treated as soldiers, and subject to martial law.

Reuter's Warsaw correspondent wires that every policeman is now accompanied by soldiers, as the authorities fear that the police will strike.

KOWLOON BOWLING GREEN CLUB.

Mr. James Macdonald, the president, occupied the chair at the annual meeting of the above club which was held in the Green last evening, when a fair number of members attended. After the adoption of the report and accounts, the election of officers was proceeded with and resulted in the following appointments:—Hon. president, Capt. Milroy; hon. vice-president, Mr. J. M. Henderson; hon. secretary and treasurer, Mr. D. Gow (re-elected); Committee, Messrs. Jas. Macdonald, A. Kinross, Wm. Rainey, J. Galt, T. Petrie, T. W. Robertson, C. F. Focken and H. T. Richardson, the four last named being new members of the committee.

SHIPPING JUTS.

Albert Varden, a seaman on the s.s. *Whitford*, deserted from his vessel ten days ago. He was arrested on Monday, and Mr. Gompertz sent him to one month's hard labour.

The s.s. *Sikh* sails to-morrow morning for Chafon to load another batch of coals for South Africa (from Chafon) she will proceed to Durban direct. It is not yet known what steamer will follow her on this run.

The hearing of the case has commenced in the High Court at Calcutta in which the Secretary of State claims Rs. 12,000 from the P. and O. Company for damages done to the pilot brig *Atter* by a collision with the P. and O. steamer *Sunda* at the Sandheads.

A London telegram to the *Asahi* states that the German collier *Bulweria* and the British collier *Sandford* arrived at a bay on the Sumatra coast. They were, however, ordered by the Dutch authorities to proceed to Batavia and dispose of their cargo there.

A correspondent wishes to know why it is that the person responsible for lighting the bunnys in the central fairway has not been summoned for neglect of duty. We have no idea, but should advise him to communicate with the Harbour Master if he has any complaint to make.

Messrs. G. Fenwick & Co. have completed repairs to the machinery of the s.s. *Macquarie*, and on Monday afternoon gave her a trial trip the result of which was that she covered the usual measured distance at the back of the Island at a speed of upwards of 14 knots per hour.

OSAKA SHOSHEN KAISHA.

Besides the 10 steamers now being built in Japan for the Osaka Shoshen Kaisha, the company has, it is reported, under consideration the construction of about 20 vessels having some 40,000 tons gross, for the purpose of greatly extending the services to Formosa, South and North China, and Korea.

In his address at the Chamber of Commerce meeting yesterday, a full report of which appears in another column, the chairman referred to the working of the Pilots Ordinance the actual result of which, he said, has proved far different from what had been anticipated. The Government have again been approached, and more may be expected to be heard on the subject.

THE WEATHER.

The following report is from Mr. J. J. Plummer, Chief Assistant of the Hongkong Observatory:—

On the 28th at 11.55 a.m. The barometer has risen on China coast, particularly in the north. A high pressure area lies over N. China.

Gradients are steep over the Formosa Channel and very strong monsoon will probably prevail there. In the N. part of the China Sea gradients are moderate but increasing, and the monsoon is likely to freshen considerably over that area.

Forecast:—Strong N.E. winds; overcast, some rain.

HONGKONG GENERAL CHAMBER OF COMMERCE.

ANNUAL MEETING.

The annual meeting of the Hongkong Chamber of Commerce was held at the City Hall, yesterday, Mr. E. A. Hewett presiding. There were also present, Messrs. A. G. Wood (Vice-President), Hon. Mr. R. Shewan, Hon. Mr. W. J. Gresson, Hon. Mr. Gershom Stewart, G. W. F. Playfair, C. R. Scott, A. M. Eschbayer, Abdolally Ebrahim, E. W. Rutter, J. J. Leira, F. J. V. Jorje, A. G. Gordon, E. Shellin, C. Pemberton, A. J. Raymond, A. J. Williams, W. Melchers, A. Forbes, J. R. M. Smith, J. R. Michael, H. W. Slade, G. H. Medhurst, E. Ormiston, A. Rijnahn, E. S. Wheeler, H. E. Tomkins, H. W. Robertson, L. Beridogae, A. Haupt, C. A. Tones, T. Cochrane, E. W. Mitchell, W. Danby, C. Thompson, W. H. T. Davis, G. C. Moxon, W. D. Graham, A. R. Lowe (Secretary), and many others.

The Secretary having read the notice convening the meeting,

The Chairman proposed the confirmation of the minutes of the last meeting.

The Vice-Chairman seconded, and the resolution was unanimously agreed to.

FAR EASTERN TRADE.

The Chairman said:—Gentlemen,—The report and accounts of the Chamber of Commerce for 1904 having been in your hands for some days, we will with your permission take them as read. Before proposing the adoption of the report and the passing of the accounts, there are a few matters to which I would like to refer. The past twelve months has been a particularly anxious period to all engaged in the Far Eastern trade, and the Committee of the Chamber in common with the Community at large, has closely followed the varying phases of the political situation and has on more than one occasion made such representations as appeared desirable in the proper quarters with a view if possible to modifying the restrictions upon our neutral trade which were from time to time imposed by one or other of the belligerent powers. The question of what is or is not contraband of war is as we know in a most unsatisfactory position. At one time it appeared as though an attempt would be made to establish the principle that might is right. Fortunately friendly representations made by neutral powers have to a certain extent relieved neutrals of some causes for anxiety, but it is to be earnestly desired that at the soonest possible moment after peace has been declared, an international conference be arranged to consider what further improvements can be effected upon the existing Treaty of Paris so that should war again unhappily break out between two great powers, that loss and dislocation, to neutral trade which must inevitably arise under such circumstances, be reduced to a minimum. As we all know, the broad-minded and capable statesman who now directs the policy of our kinsmen on the other side of the Pacific has already proposed such a conference, and we believe his proposal has been cordially adopted by the majority at all events of the leading powers. The question of increasing the output of cotton in British territory in diverse parts of the Empire so as to render our manufactures more independent of those foreign markets on which they have now to rely for their supplies of raw material has, as we all know, received the earnest consideration of many private persons as well as officials more directly interested in the welfare of several of our Colonies. As Hongkong can also claim to be one of the cotton manufacturing Colonies, although it is true to a comparatively small extent, it is satisfactory to find that the question of encouraging the CULTIVATION OF COTTON ON THE MAINLAND has received the attention of the Government. Seed has been imported and steps are being taken with a view to distributing this to the local farmers. It is to be hoped that the offer of prizes for the best results these men may be encouraged to embark in what has proved in many districts in China to be one of the most remunerative forms of agriculture. The reform of the currency in China as a first step towards the establishment of a gold basis was specially dealt with at our last annual meeting. The Committee has since then again addressed the Chambers of Commerce in Shanghai and Tientsin on the subject, and for a second time a joint memorial from the three Chambers has been sent to the Members of the Diplomatic Body at Peking. Although no movement has as yet been set in motion by the Chinese Government towards carrying out this much-needed reform, the importance of the question is we know fully realised by the foreign Ministers in Peking, who will no doubt lose no fitting opportunity for urging upon the Chinese the great benefit which must accrue to the Empire by bringing about the desired change.

THE FISCAL PROBLEM.

In my last annual address I referred to the Fiscal question which has so agitated the minds of many of our leading statesmen and traders in all parts of the Empire; much has been said and written on this all-important subject during the past twelve months, but it is difficult to forecast what may transpire in the immediate future. Whatever our personal views may be all must agree that it is one of the most important questions to British Imperial trade which has arisen of recent years, and as you will have seen therefore it is proposed later on to ask you to pass a resolution dealing with this matter. Another question which has engaged the attention of the Committee is that of the construction of a new and more spacious harbour of refuge for the small craft of the port which is so urgently needed. Some correspondence has passed between the Government and this Chamber on the subject and it is satisfactory to learn that the importance of the speedy construction of such a refuge is fully recognised by the Authorities. We understand the Government very rightly consider that when the work is undertaken it shall be of sufficient magnitude to meet all possible requirements of the port for many years to come. Unfortunately, in order to effect this, a very large sum of money will have to be expended and in view of the many public works now under construction, we understand the Government has decided to postpone for a time constructing the new refuge. Under the circumstances, the Committee cannot but concur with the decision arrived at.

"WHITE PILOT SERVICE UNNECESSARY."

At our last meeting I was glad to be able to state that the Government, agreeing to the repeated requests of the Chamber, had decided to introduce a bill for the purpose of regulating the pilots of this Colony by licence. The bill, as ultimately passed, appeared to be entirely satisfactory, and the Committee trusted that their end would thus be attained, that is to say, incompetent men would be prevented from assuming the post of pilots and that the old standard of pilots would be maintained. This is not the case, for, as you will see from the report, the actual result of the working of the Pilots Ordinance proved far different from what had been anticipated, the consequence being that we are now provided with a too limited pilot service, composed almost entirely of Englishmen who, even with the small number licensed, already complain that they cannot make a living and are agitating for an increase in the fees. Now the navigable difficulties of Hongkong harbour are small, and the services of a pilot are really only required to give to the masters of vessels certain local information as to currents more particularly when a steamer is being placed at a wharf or dock. There is no need for a highly paid European service. Under these circumstances the existence of a white pilot service is unnecessary, entailing as it must an unneeded expense on the shipping trade of the Colony. Under the new system the shipping companies also had reason to complain that they were deprived of the services of men whom they knew and trust, while a deserving body of men were prevented from following their avocation. It is of course obvious that a Chinaman of the class which furnishes pilots cannot be expected to pass highly technical examinations, and it was supposed therefore that the same consideration would be shown them in passing their respective examinations as is now extended to the licensed engineers and stevedores of the colony, who, as we know, could not pass the test set to men of the same class in home waters. Since the closing of the report the Committee have addressed the Government on the subject, and it is very satisfactory to be able to report that the views expressed by the Committee have been endorsed by the Government. The correspondence on the subject will be published for general information in due course. With regard to the vexed and much discussed question of barriers in the Canton River it is gratifying to be able to report that lately the work of removal has been vigorously taken in hand by the Coast Inspector of the Chinese Maritime Customs, acting on behalf of the Imperial Government, and it is pleasing to learn that the work is progressing as rapidly as could be expected. Our thanks are due to those numerous officials, both on the British and Chinese side, whose representations have at last brought about this satisfactory state of affairs.

CANTON RAILWAY.

In consequence of the views so strongly expressed at our last meeting with regard to the imperative necessity for an early construction of the long dreamed of Kowloon to Canton railway, the Committee specially addressed the Officer Administering the Government and the British Minister at Peking, from both of whom sympathetic replies were received. As you all recollect, Sir Henry Blake in his farewell address to the Colony specially dwelt on the importance of this question, and after his departure the matter was strongly taken up by the Acting Governor, Mr. May, while since his arrival in the Colony His Excellency the Governor has given special attention to the matter. The question of the Kowloon-Canton railway has consequently for some time past been the subject of negotiations between the Colonial Office on behalf of the Government of this Colony and the British-Chinese Corporation, and it is undoubted to have proceeded so far towards settlement that the discussion with the Chinese Government provided for by the fifth paragraph of the Convention of 9th June, 1898, will shortly be opened. In the meantime the Government here have been considering the route to be taken by the line within British territory which, in conjunction with a complete road system, will best develop that territory. I have already referred to the dislocation of, and losses entailed upon, our trade in these waters by the war which still unhappily drags on. It is to be hoped that the scene of action, and being so closely interested in every turn of affairs it is perhaps only fitting that before I close I should refer to the question again. While we must join with the whole civilized world in deploring the appalling loss of life and suffering which this war has entailed, we cannot but thrill with admiration at the intense patriotism and splendid heroism which has been equally displayed by the forces of both combatants. In this I think we may look for comfort, for surely we may be permitted to believe that that respect which all brave men must earn on the field for a courageous and generous foe will in due time form a solid foundation for a genuine friendship between those who now are ranged against each other, and that the feeling thus engendered will more surely than anything else result in a lasting peace in the Far East, bringing in its train prosperity not only to those now actually engaged in the present conflict, but to all who, for whatever reason, desire the peaceful development of the trade of this part of the world. Since our last meeting our new Governor has taken office and has already given many indications that among other matters engaging his earnest attention he has at heart the true progress of the trade of this Colony. His Excellency's recent utterance on that all-important subject, the education of the rising generation of our population, are alone sufficient evidence of this, while the Committee of the Chamber have

already had evidences in other directions, of the interest His Excellency takes in trading matters. As we know, however, from past experience, it is not always possible for the officials of a Crown Colony and the business community to look at all questions from the same point of view. Much, however, can be done to further those interests for which after all we are all working in common, viz., the advancement and prosperity of our Colony, by a ready interchange of ideas and opinions. Something to this effect was said by His Excellency on his arrival when taking the oath of office. I trust, therefore, I may be permitted to take advantage of this occasion, and in the name of the Hongkong General Chamber of Commerce to assure His Excellency that we will heartily co-operate in any steps taken to advance

THE PROSPERITY OF OUR COLONY.

I fear I have detained you somewhat but there are still a few matters of more personal interest to which I would refer. Our Vice-Chairman, Mr. D. R. Law, has left us on a visit home. The Chamber is indebted to Mr. Law for much good work done in spite of the very great calls upon his time made by his own affairs (appliance). Another friend to whom we have had to say farewell is Mr. R. C. Wilcox. Mr. Wilcox was, as you know, for several years our secretary, and later rendered equally valuable assistance to our Association as a member of the Committee. We should all join in thanking Mr. Wilcox for services so willingly rendered in the interests of our Chamber, and I am certain all hope that he may have many years before him in which to enjoy with his family in his native land the happy results of his industry and ability (applause). With Mr. Wilcox's departure I regret to say the name of Messrs. Turner and Co. disappears from our list of members—a name, I would remind you, which is among the oldest on our books, and one which in past years has been so frequently connected with the work of the Chamber. As you will have seen, we have been obliged through the altered conditions of affairs in the Colony to vacate our offices in this building and seek fresh lodgings. Although the change has much facilitated the work of the Chamber, we must all feel a certain amount of regret at leaving premises where the Chamber of Commerce has been located since its inception and where so much good work has been done by our predecessors.

Mr. Medhurst seconded and said:—I have pleasure in congratulating the committee on the successful results of their labours during the past year. The chairman, in his very able speech, has so fully covered the ground that it leaves but little to add. I would, however, like to say that I am glad the Government has recognised the importance of constructing a new harbour of refuge, and trust they will see their way to commence this very necessary work at an early date. The Pilots Ordinance is one that materially affects the shipping trade of the port, and it is satisfactory to note that the further representations of the committee have been considered by the authorities. It is also gratifying to notice the great interest taken by His Excellency the Governor in that scheme which, is of such vital importance to this Colony, namely, the construction of a railway from Kowloon to Canton, and we may now rest satisfied that this matter will not be shelved. With these few words I beg to second the adoption of the report and accounts.

The resolution was carried unanimously.

THE FISCAL QUESTION.

The Chairman proposed the following resolution:—"That the Committee be authorised to write to the Government requesting that before entering into any arrangements with the United Kingdom, India, or the Colonies, which may affect freedom of action in trade matters within the limits of this Colony, His Excellency the Governor will be good enough to direct that details of any proposed legislation be forwarded to the Chamber of Commerce, as representing the Commercial Community, in order that the Community at large, or that section of it which may be affected by the proposed agreement, or agreements, may be given an opportunity of expressing their views on the subject." He said: In bringing this resolution before you, the Committee are only asking you to endorse what they have written to the Government, that is to say in connection with matters you will find under Annex I in the Report before you. It is merely a precautionary measure. We all know that for a long time quite the most burning question in home politics has been the Fiscal Question. We also know that our trade in Hongkong is principally transport trade, and therefore whatever might be advisable in the shape of legislation for other Colonies, it was very obvious that questions in Hongkong could not be looked upon in the same view. Therefore it is most important that the British community in Hongkong should be given every opportunity of expressing their opinions before any actual legislation was carried out. It may be urged that it is premature to bring forward such a resolution more especially as we understand that the opposition is making every endeavour to force the issue upon the Government. The Fiscal Question may form quite one of the most important planks in the new political platform, and it is very important that we should express our views upon the question. The resolution commits us to nothing. It is a precautionary measure, and I hope you will pass it.

[Continued on page 3.]

A DELAYED New Year number of the "South China Morning Post" is to hand from the publishers and although it is the first attempt at anything of the kind in the Colony we must admit that it falls short of expectations. In the copy we have received the half-tone illustrations are blotchy and smeared, and does not do credit to modern American machinery. Some of the industries of the Colony are briefly dealt with while the doings of the Indian brigade in Hongkong together with a tale of the Indian mutiny and a story of "A Tat's career" (the feature of the work) occupy other pages.

ALLEGED LARCENY AND BRIBERY.

INDIAN CONSTABLE IN TROUBLE.

Before Mr. F. A. Hareland at the Magistracy this afternoon, Karim Elahi, acting Sergeant of Police, stationed at Yaumati, was charged with the larceny of a watch, chain, and certain trinkets, and also with attempting to obtain from Ho Kai a bribe of \$20, with a view to influencing his conduct as a public servant.

Mr. Otto Kong Sing appeared to prosecute, and Mr. H. W. Looker, of Messrs. Deacons, Looker and Deacons represented the defendant.

Mr. Otto Kong Sing said that Ho Kai was a coolie working at Yaumati Police Station, and on the 30th December last he received his wages; and then absconded from the station. This fact was evidently known to the accused, who subsequently met Ho Kai, about the 5th of February, at the Yaumati theatre. Karim told the defendant that he must go with him back to the station, and taking him by the arm led him off as far as Kennedy Street, where he told him that if he gave him \$20 he would release him, and he need not see the Inspector. Ho Kai said he had not so much money, and Karim then searched him, and finding a watch and chain and some jade-stone trinkets, took them away, and annexed them.

Inspector Macdonald was called and gave evidence as to the finding of the watch, chain and trinkets in defendant's house in Temple Street, Yaumati.

Ho Kai, the complainant, gave evidence bearing out the above facts.

COMMERCE.

SHARE LIST.

Further alterations in Messrs. Benjamin, Kelly & Potts' share quotations, since the list was printed, are as follows:—

| | |
|-----------------|------------------|
| Hongkong Banks | \$7 0 5a. |
| Union Insurance | 695 5a. |
| Hongkong Docks | 207 b. |

Shanghai advices of the 24th ult. state:—Business reported:—Farnham, Blyds at Tls. 155 for February and Tls. 156 for March. Wei-hai-wei Golds at \$6. Langkats at Tls. 269.

Business done direct: Farnham, Blyds at Tls. 154 cash, Tls. 157 1/2 for March. Shanghai & Hongkong Wharves at Tls. 182 1/2, P.N.I. for March. Shanghai Lands Tls. 115. Somatras at Tls. 72 1/2. Langkats at Tls. 271 for March, Tls. 280 for June. Colonies at Tls. 21 for March.

HEMP.

Writing from Manila on 15th ult., Messrs. Warner, Barnes & Co. state:—

Since our last report prices have gradually hardened owing to general buying on the part of almost all exporters; transactions over the fortnight have been considerable at values varying from P.C. 18 30 to P.C. 19 50 basis of current, and market closes firm at the latter price or say at exchange 2/0 = £37. 10 5 0 b. During the past three months, which should have been the rainy season in most of the hemp districts, the weather has been exceptionally dry, and as the hemp plantations have not recovered fully from the drought of previous years we fear, if the dryness continues, that the effect will be very marked. We are much disposed to reduce our estimate of a possible crop of 950,000 bales for 1905, which we made on 15th December as a consequence of this, and also of the increased amount of pulley growing, but we wait a little until we can speak more definitely.

To-day's Advertisements.

PUBLIC AUCTION.

THE Undersigned have received instructions to sell by PUBLIC AUCTION, FOR ACCOUNT OF THE CONCERNED, ON

FRIDAY, the 3rd March, 1905, at 11 A.M., at their Sales Rooms, No. 8, Des Voeux Road, corner of Leed Street.

SUNDRY HOUSEHOLD FURNITURE, CURIOUS, PICTURES, &c., &c.

TERMS:—As usual. HUGHES & HOUGH, Auctioneers.

Hongkong, 1st March, 1905. [307]

PRELIMINARY NOTICE.

PUBLIC AUCTION.

THE Undersigned have received instructions from H. H. GOMPertz, Esq., to sell by PUBLIC AUCTION, ON

SATURDAY, the 4th March, 1905, at 2 P.M., within his residence, "The Minster," Barker Road, The Peak.

THE WHOLE OF HIS VALUABLE HOUSEHOLD FURNITURE.

Catalogues will be issued. TERMS:—As usual. HUGHES & HOUGH, Auctioneers.

Hongkong, 1st March, 1905. [308]

THE TRADE MARKS ORDINANCE, 1898.

APPLICATION FOR REGISTRATION OF TRADE MARK.

NOTICE is hereby given that Messrs. LEE HING SING, of 5, Wing Sing Street, Victoria, Hongkong, Traders, have on the 27th day of January, 1905, applied for the Registration, in Hongkong, in the Register of Trade Marks, of the following Trade Marks:—

- (1) The Representation of a spotted Chinese Lion;
 - (2) The Representation of a spotted Chinese Lion, with a smaller lion crouching under its fore paws;
- in the name of LEE HING SING, who claim to be the Proprietors thereof.
- The Trade Marks have been used by the Applicants in respect of the following goods:—

"MARCHES," IN CLASS 47.

Facsimiles of the Trade Marks can be seen at the Office of the Colonial Secretary of Hongkong.

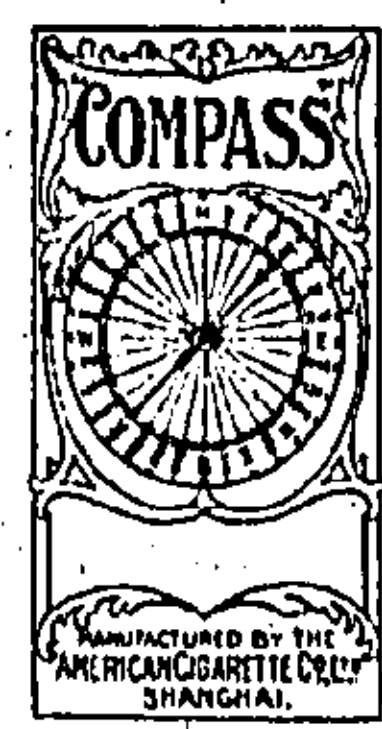
Dated the 28th day of February, 1905. DENNIS & BOWLEY, Solicitors for the Applicants. [309]

To-day's Advertisement.

THE TRADE MARKS ORDINANCE, 1898.

APPLICATION FOR REGISTRATION OF TRADE MARKS.

NOTICE is hereby given that THE AMERICAN CIGARETTE CO., LIMITED, a Company registered under the Laws of Hongkong, of No. 18, Bank Buildings, Hongkong; and No. 9A, Nankin Road, Shanghai, China; Tobacco Manufacturers, has on the 1st day of February, 1905, applied for the Registration, in Hongkong, in the Register of Trade Marks, of the following Trade Marks:—



in the name of THE AMERICAN CIGARETTE CO., LIMITED, who claim to be the Proprietors thereof.

The Trade Marks have been used by the Applicants in respect of the following goods:—

MANUFACTURED TOBACCO, IN CLASS 45.

Dated the 28th day of February, 1905. DENNIS & BOWLEY, Solicitors for the Applicants. [310]

Intimations.

WHY NOT THE BEST?

SEVEN GRAND PRIZES AWARDED TO SINGER SEWING MACHINES AT THE ST. LOUIS EXPOSITION.

SHOW-ROOMS:—1, WYNDHAM STREET.

Cash or Easy Monthly Payments. Hongkong, 28th January, 1905. [48]

THE POPULAR SCOTCH IS "BLACK & WHITE"

JAMES BUCHANAN & CO. SCOTCH WHISKY DISTILLERS. By Appointment to H.M. THE KING and H.R.H. THE PRINCE OF WALES.

Supplied at all the LEADING CLUBS and HOTELS, and to be obtained from the principal Store.

[79]

Shipping—Steamers.

OCEAN STEAMSHIP CO., LTD.
AND
CHINA MUTUAL STEAM NAV. CO., LTD.

JOINT SERVICES.

TAKING CARGO ON THROUGH BILLS OF LADING FOR ALL EUROPEAN,
NORTH AND SOUTH AMERICAN, WEST AUSTRALIAN, JAVA
AND SUMATRA PORTS.FORTNIGHTLY SAILINGS FOR LONDON AND CONTINENT.
MONTHLY SAILINGS FOR LIVERPOOL.

OUTWARDS.

| FROM | STEAMERS | DUE |
|-----------------------|--------------|-------------|
| GLASGOW and LIVERPOOL | "ULYSSES" | 3rd March. |
| GLASGOW and LIVERPOOL | "ANTENOR" | 4th March. |
| GLASGOW and LIVERPOOL | "PYRRHUS" | 10th March. |
| GLASGOW and LIVERPOOL | "MACHON" | 13th March. |
| GLASGOW and LIVERPOOL | "ALCIBIADES" | 18th March. |
| GLASGOW and LIVERPOOL | "OANFA" | 21st March. |
| GLASGOW and LIVERPOOL | "KAISOW" | 25th March. |
| GLASGOW and LIVERPOOL | "AGAMEMNON" | 28th March. |

S.S. "ULYSSES" left Singapore p.m. on the 25th ult., and may be expected to arrive here on the 3rd inst.
S.S. "ANTENOR" left Singapore at daylight on the 26th ult., and is expected to arrive here at daylight on the 4th inst.

HOMEWARDS.

| FOR | STEAMERS | TO SAIL |
|-----------------------------|--------------|-------------|
| AMSTERDAM, LONDON & ANTWERP | "STENTOR" | 14th March. |
| AMSTERDAM, LONDON & ANTWERP | "PATROCLOS" | 15th March. |
| AMSTERDAM, LONDON & ANTWERP | "ACHILLES" | 28th March. |
| AMSTERDAM, LONDON & ANTWERP | "MACHON" | 11th April. |
| AMSTERDAM, LONDON & ANTWERP | "ALCIBIADES" | 20th April. |
| AMSTERDAM, LONDON & ANTWERP | "KAISOW" | 25th April. |

* Taking Cargo for Liverpool at London Rates.

TRANS-PACIFIC SERVICE.

| FOR | STEAMER | TO SAIL |
|---|---------|-------------|
| VICTORIA, SEATTLE, TACOMA, and all PACIFIC COAST PORTS, via NAGASAKI, KOBE and YOKOHAMA | "OANFA" | 24th March. |

For Freight, apply to

BUTTERFIELD & SWIRE,
AGENTS.

Hongkong, 1st March, 1905.

CHINA NAVIGATION CO., LIMITED.

| FOR | STEAMERS | TO SAIL |
|--|------------|------------|
| SWATOW, CHEFOO and TIENSIN | "CHIHUI" | 4th March. |
| CHEFOO and NEWCHWANG | "HANYANG" | 6th " |
| MANILA | "TEAN" | 7th " |
| NINGPO and SHANGHAI | "TAIWAN" | 8th " |
| NEWCHWANG | "ICHANG" | 8th " |
| PORT DARWIN, THURSDAY ISLAND, COOKTOWN, CAIRNS, TOWNSVILLE, BRISBANE, SYDNEY & MELBOURNE | "CHANGSHA" | 14th " |
| CEBU and ILOILO | "KAIFONG" | 16th " |

* The Attention of Passengers is directed to the Superior Accommodation offered by these steamers, which are fitted throughout with Electric Light. Unrivalled table. A duly qualified Surgeon is carried.

† Taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports.
‡ Taking Cargo and Passengers at through Rates for all New Zealand and other Australian Ports.

N.B.—REDUCED SALOON FARES, SINGLE AND RETURN, TO MANILA AND AUSTRALIAN PORTS. (SEE SPECIAL ADVERTISEMENT).

For Freight or Passage, apply to

BUTTERFIELD & SWIRE,
AGENTS.

Hongkong, 1st March, 1905.

Hongkong—Manila.

Highest Class, newest, fastest and most luxurious Steamers between Hongkong and Manila.—Saloon amidships—Electric Light—Perfect Cuisine—Surgeon and Stewardess carried.—All the most up-to-date arrangements for comfort of Passengers.

CHINA AND MANILA
STEAMSHIP COMPANY, LIMITED.

| Steamship. | Tons. | Captain. | For | Sailing Date. |
|------------|-------|--------------|--------|----------------------------------|
| ZAFIRO | 2540 | R. Rodger | MANILA | SATURDAY, 4th March, at 10 A.M. |
| RUBI | 2540 | R. W. Almond | " | SATURDAY, 11th March, at 10 A.M. |

For Freight or Passage, apply to

SHEWAN, TOMES & CO.,
GENERAL MANAGERS.

Hongkong, 25th February, 1905.

AMERICAN ASIATIC STEAMSHIP
COMPANY.

FOR NEW YORK via SUEZ CANAL

(With Liberty to Call at Malabar Coast).

PROPOSED SAILINGS.

| Steamship | Tons | Captain | To Sail at Daylight on |
|-----------|------|---------|------------------------|
|-----------|------|---------|------------------------|

For Freight and further information, apply to

SHEWAN, TOMES & CO.,
General Agents.

Hongkong, 10th February, 1905.

PORTLAND & ASIATIC STEAMSHIP CO.

PROPOSED SAILINGS FROM HONGKONG, via SHANGHAI, INLAND
SEA OF JAPAN, MOJI, KOBE AND YOKOHAMA.FOR
PORTLAND, OREGON,

OPERATING IN CONNECTION WITH

THE OREGON RAILROAD AND NAVIGATION COMPANY.

| Steamship | Tons | Captain | To Sail at Daylight on |
|-------------|-------|---------|------------------------|
| "ARAGONIA" | 5,198 | Schmidt | March 10th, 1905. |
| "NICOMEDIA" | 4,370 | Wagner | March 31st, " |
| "NUMANTIA" | 4,370 | Brehmer | April 20th, " |
| "ARABIA" | 4,483 | Bahle | May 11th, " |

Through Bills of Lading issued to Pacific Coast Points and all Eastern, Canadian and United States Ports. For through rates of Freight and further information, communicate with or apply to

ALLAN CAMERON, General Agent.

TSIN TING.

LATEST METHODS OF DENTISTRY.

STUDIO AT NO. 14, D'AGUIAR STREET.

REASONABLE FEES.

Consultation Free.

Hongkong, 30th July, 1904.

THE AMERICAN SYSTEM

OF
DENTISTRY.M. H. CHAUN, D.D.S.,
37, DES VŒUX ROAD CENTRAL, HONGKONG,
From the University of Pennsylvania, U.S.A.
Hongkong, 4th June, 1904.

Shipping—Steamers.

CHINA NAVIGATION COMPANY,
LIMITED.

AUSTRALIAN LINE.

REDUCTION IN PASSAGE RATES,
From 1st January, 1904.ALSO REDUCED FARES TO
MANILA AND RETURN.STEAMERS fitted throughout with Electric
Light, First Class Accommodation. Un-
rivalled Table. Duly qualified Surgeon carried.BUTTERFIELD & SWIRE,
Agents.

Hongkong, 1st February, 1904.

STEAM TO CANTON.

THE New Twin Screw Steel Steamers

Tons Captain
"KWONG CHOW" 1,309 J. P. MARTIN.
"KWONG TUNG" 1,238 H. W. WALKER.
Leave Hongkong for Canton at 9 every
evening (Saturday excepted).
Leave Canton for Hongkong about 5.30
o'clock every evening (Sunday excepted).
These Fine New Steamers have unexcelled
Accommodation for First Class Passengers and
are lit throughout by Electricity.Passage Fare—Single Journey \$4.
Meals \$1 each.The Company's Wharf is a short distance
West of the Harbour Master's Office.SHIU ON S.S. CO., LTD., and
YUEN ON S.S. CO., LTD.,
No. 8, Queen's Road West.
Hongkong, 10th January, 1905.

HONGKONG-CANTON LINE.

THE British Steamship

"YING KING."

Captain E. I. Page, of 1,088 tons, Registered,
is the newest, fastest, and most luxuriously fur-
nished steamer on the line and is lighted
throughout with Electricity; hot and cold water
service. The cuisine is unexcelled.Leaving Hongkong every MONDAY,
WEDNESDAY and FRIDAY EVENING,
at 9 P.M. and returning from Canton every
following evening at 5 P.M.1st Class.....\$3.00 for Single Journey.
2nd 1.50
Meals 1.00 each.The steamer's wharf is at the Western end
of Wing Lok Street.YUK ON S.S. CO., LTD.,
No. 216, Wing Lok Street.
WENDT & Co.,
Canton Agents.

Hongkong, 24th June, 1904.

EXCURSION TO MACAO.

THE Splendid Steamer

"YING KING."

Captain Page, will make an EXCURSION
TRIP TO MACAO, on EVERY SUNDAY,
leaving the Company's wharf at the end of
Wing Lok Street, at 8.30 A.M., and returning
from Macao at 7.30 P.M.The Steamer will lay alongside the S.S.
Perseverance's wharf at Macao.FARE:
1st Class Single Ticket \$2.00, with Cabin \$3.00.
Return \$5.00.
Tiffin and Dinner may be had on Board
at \$1 each meal.YUK ON & Co., LTD.,
S. A. NORONHA,
Macao Agent.

Hongkong, 2nd September, 1904.

HONGKONG-MACAO LINE.

S.S. "WING CHAI,"
Captain T. AUSTIN, R.N.R.THIS Steamer departs from Hongkong on
Week Days, at 8 A.M. and on Sun-
days at 8.30 A.M. Departs from Macao on Week
Days at 2.30 P.M. and on Sundays at 6.30 P.M.
FARES:—Week Days, 1st Class, including
Cabin and servant, Single \$3; Return Ticket,
\$5; 2nd Class, \$1; 3rd Class, 50 cents.Every Sunday will be an Excursion, at the
following rates:—1st and 2nd Class, Single
Ticket, \$1; Return, \$2; 3rd Class, Single,
30 cents, Return, 50 cents; Steerage, 10 cents.
TIPPIN AND DINNER can be supplied
either on Board, or at the Macao Hotel, for
returning passengers only, at an extra charge
of \$1.On Sundays passengers desiring to have a
Private Cabin which has accommodation for
two or more passengers, will be charged \$3
extra.First Class Passengers, who do not care to
return on the Excursion Sunday, will be allowed
to do so the following day (Monday) on pro-
duction of the Return Half Ticket. Should
the Steamer not run on the Monday, owing to
the Boiler cleaning, due notice will be given
by the Captain, and the Half Ticket will be
available for the following day.The Steamer is lit throughout by Electricity.
The Steamer's wharf at Hongkong is at the
Western end of Wing Lok Street.MING ON & Co.,
2nd Floor, No. 16, Victoria Street.
Hongkong, 5th November, 1904.

REGULAR STEAMSHIP SERVICE

TO NEW-YORK.

VIA PORTS AND SUEZ CANAL,
(With Liberty to Call at Malabar Coast).

PROPOSED SAILINGS FROM HONGKONG.

1904. About
"RICHMOND CASTLE" 7th March, 1905.
"SAINT FILLANS" 21st "
"LOWTHER CASTLE" 18th April, "
For Freight and further information, apply
toDODWELL & Co., LIMITED,
Agents.

Hongkong, 24th February, 1905.

Shipping—Steamers.

IMPERIAL GERMAN MAIL-LINE.
NORDDEUTSCHER LLOYD, BREMEN.STEAM FOR
SHANGHAI, NAGASAKI, HIOGO AND
YOKOHAMA.

THE Imperial German Mail Steamship

"PRINZ REGENT LUITPOLD,"
Capt. H. Kirchner, due here with the outward
German Mail about WEDNESDAY NIGHT.
will leave for the above places about 12/24
hours after arrival.

NORDDEUTSCHER LLOYD.

For further Particulars, apply to

MELCHERS & Co.,
Agents.

Hongkong, 25th February, 1905.

BRITISH-INDIA STEAM NAVIGATION
COMPANY, LIMITED.

FOR AMOY, STRAITS AND RANGOON.

THE Company's Steamship

"PONDUA"

Captain R. F. Thomson, will be despatched as
above, on SUNDAY, the 5th March, at Daylight.
For Freight or Passage, apply toJARDINE, MATHESON & Co.,
Agents.

Hongkong, 28th February, 1905.

COMPAGNIE DES MESSAGERIES
MARITIMES.

PAQUEMOTS-POSTE FRANCAIS.

FOR SHANGHAI, KOBE AND
YOKOHAMA.

THE Company's Steamship

"TOURANE"

Captain will be despatched for the
above Ports, on MONDAY, the 6th March.
For Freight or Passage, apply toL. BRIDOU,
Acting Agent.

Hongkong, 27th February, 1905.

INDO-CHINA STEAM NAVIGATION
COMPANY, LIMITED.FOR SINGAPORE, PENANG AND
CALCUTTA.

THE Company's Steamship

"NAMSANG"

Capt. Geo. Payne, will be despatched as above,
on TUESDAY, the 7th March, at 3 P.M.
For Freight or Passage, apply toJARDINE, MATHESON & Co.,
General Managers.

Hongkong, 28th February, 1905.

EASTERN AND AUSTRALIAN STEAM-
SHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE,

(Calling at Port Darwin and Queensland Ports,
and taking through Cargo to Adelaide,
New Zealand, Tasmania, &c.)

THE Steamship

"EASTERN"

Captain Ellis, will be despatched for the above
Ports, on WEDNESDAY, the 8th proximo, at
Noon.This well-known Steamer is specially fitted
for Passengers, and has a Refrigerating Cham-
ber, which ensures the supply of Fresh Provi-
sions, Ice, etc., throughout the voyage.The Steamer is installed throughout with
the Electric Light.A duly qualified Surgeon and Stewardess are
carried.N.B.—To assure the additional comfort of
passengers the steamers of the Company have
electric fans fitted in staterooms.

For Freight or Passage, apply to

GIBB, LIVINGSTON & Co.,
Agents.

Hongkong, 16th February, 1905.

"SHIRE" LINE OF STEAMERS.

FOR LONDON AND ANTWERP.

THE Company's Steamship

"MERIONETHSHIRE"

C. H. Birch, Commander, will be despatched for
the above Ports, on or about MONDAY, the
20th March.This Steamer has Superior Accommodation
for Passengers.

For Freight or Passage, apply to

SHEWAN, TOMES & Co.,
Agents.

Hongkong, 27th February, 1905.

Consignees.

NOTICE TO CONSIGNEES.

FROM LONDON AND STRAITS.

THE Steamship

"FLINTSHIRE"

Captain D. Davies, having arrived from the
above ports, Consignees of Cargo are hereby
informed that their Goods are being landed at
their risk into the Godowns of the Hongkong
and Kowloon Wharf and Godown Company, Ltd.,
at Kowloon, whence and/or from the wharves
delivery may be obtained as soon as the
Goods are landed.This vessel brings on Cargo:—
From London, &c., ex S.S. *Marmora*.
From Australia, ex S.S. *Australia*.
From Calcutta, ex S.S. *Palermo*.
From Persian Gulf, &c., ex B. I. S. N. and
B. & P. S. N. Co.'s Steamers.Optional Goods will be landed here unless
instructions are given to the contrary before
2 P.M., TO-DAY.Goods not cleared by the 2nd proximo, at
4 P.M., will be subject to rent.No Fire Insurance will be effected by me in
any case whatever.Damaged Packages must be left in the
Godowns for examination by the Consignees' and
the Company's representative at an
appointed hour.All claims must be presented within ten
days of the steamer's arrival here after which
date they cannot be recognised.No claims will be admitted after the goods
have left the Godowns.E. A. HEWETT,
Superintendent.

Hongkong, 24th February, 1905.

FURNITURE WAREHOUSE.

LI KWONG LOONG,

李廣隆

CABINET-MAKER AND ART DECORATOR,
from Shanghai, has opened a
FURNITURE STORE
at
No. 45, DES VŒUX ROAD CENTRAL.
The only Shop in Hongkong with this name.

WHERE HIGH-CLASS FURNITURE

of every description can be made to
order in any design required.Has been patronized by the Hongkong Club,
Hongkong Hotel, Messrs. A. S. Watson & Co.,
Ld., Joint Telegraphs Co., and other leading
Establishments in the Colony, to whom refer-
ence may be made as to the Superior Work-
manship and Materials of the Furniture, &c.,
supplied.Messrs. A. S. Watson & Co., Ltd. write as
follows:—
"We have pleasure in stating that Mr. LI
KWONG LOONG furnished the Annex to
our Dispensary and gave us every satisfac-
tion."

(Sd.) A. S. WATSON & Co., Ltd.

ORDERS punctually attended to, and
CHARGES moderate.

AN INSPECTION INVITED.

Hongkong, 6th December, 1904.

Consignees.

"BARBER" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

THE STEAMSHIP "LOWTHER CASTLE,"
FROM NEW YORK.

CONSIGNEES of Cargo are hereby informed

that all Goods are being landed at their
risk into the Godowns of the Hongkong and
Kowloon Wharf and Godown Company, Ltd.,
at Kowloon, whence and/or from the wharves
delivery may be obtained.No Claims will be admitted after the Goods
have left the Godowns, and all Goods remain-
ing undelivered after the 6th March will be
subject to rent.All Claims against the Steamer must be pre-
sented to the Undersigned on or before the
10th March, or they will not be recognized.All broken, chafed, and damaged Goods are
to be left in the Godowns, where they will be
examined on the 6th March at 3 P.M.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by

DODWELL & Co., LIMITED,
Agents.

Hongkong, 27th February, 1905.

FROM HAMBURG, ANTWERP,
PENANG AND SINGAPORE.

THE H. A. L. Steamship

"SUEVIA"

Captain Knaisel, having arrived from the
above Ports, Consignees of Cargo are hereby
requested to send in their Bills of Lading for
countersignature by the Undersigned and to
take immediate delivery of their goods from
alongside.Optional Cargo will be forwarded unless notice
to the contrary be given before TO-DAY.Any Cargo impeding her discharge will be
landed into the Godowns of the Hongkong
and Kowloon Wharf and Godown Co., Limited,
and stored at Consignees' risk and expense.No Claims will be admitted after the Goods
have left the Godowns, and all Goods remain-
ing undelivered after the 6th March will be
subject to rent.All broken, chafed, and damaged Goods are
to be left in the Godowns, where they will be
examined on the 6th March, at 3 P.M.

No Fire Insurance has been effected.

HAMBURG-AMERIKA LINIE,
Hongkong Office.

Hongkong, 27th February, 1905.

"MOGUL" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

THE S.S. "MONTROSE,"
FROM GLASGOW AND LIVERPOOL.

CONSIGNEES of Cargo are hereby informed

that all Goods are being landed at their
risk into the Godowns of the Hongkong and
Kowloon Wharf and Godown Company, Ltd.,
at Kowloon, whence and/or from the wharves
delivery may be obtained.No Claims will be admitted after the Goods
have left the Godowns, and all Goods remain-
ing undelivered after the 7th March will be
subject to rent.All Claims against the Steamer must be pre-
sented to the Undersigned on or before the 11th
March, or they will not be recognized.

